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EARLIER TELEGRAMS

FRANCE AND GERMANY

Berlin, July 4.
 The Allgemeine Zeitung correspondent at Southern says that
 Allied troops, mostly British, marched into the town yesterday
 morning and were acclaimed by the populace, but when the people
 began to sing patriotic songs the French guard attacked them with
 rifle-bullets. Shots were thereafter fired. A French major was
 killed and several French soldiers wounded. The Frenchman
 thereupon lost control and attacked the crowd. Several women
 and children are reported killed and twenty citizens, including the
 first and second Burgomasters, were arrested as hostages.

IRISH PEACE

London, July 5.
 The Lord Mayor of Dublin, Mr. Arthur Griffith, M.P., Mr.
 Barton and other representatives of the Government went to Kingstown
 to-day to receive General Smuts. The general arrived at an hour, but
 General Smuts did not appear. His arrival was expected this
 evening.

It transpired that General Smuts was aboard the steamer at
 Kingstown but did not appear, because he wished to avoid a public
 reception. Subsequently, when these expecting him departed, he
 motored to Dublin and called on the Lord Mayor.

It was mentioned this morning that a septuagenarian Peir
 was kidnapped when his residence in Castle Bernard was burned
 down by armed men on June 21st.

THE ELEMENTS OF WARFARE

Newport, Rhode Island, July 5.
 Admiral Sims, in a speech, urged public discussion as a safe-
 guard of public interest and contrasted the attitude of the United
 States in forbidding public criticism by officers of the Allied forces
 with the attitude of some European Powers, which actually re-
 ward beneficial criticism. He pointed out that since the Armis-
 tice, Admirals Jellicoe, Fisher, Percy Scott, Rear Admiral Bacon
 and Field Marshal French had published books containing criticisms,
 compared to which any criticisms appearing in America seemed
 to be very mild. He said Americans know less about the
 elements of warfare than the people of any other great Power. A
 similar attitude could not be maintained in future without very
 serious risk.

JAPANESE IN FRANCE

Paris, July 2.
 The Japanese Crown Prince and his suite visited the airfield
 at Le Bourget, near Paris. Enroute, the most important aviation
 depot, was being used in June last by five hundred airplanes carry-
 ing over two thousand passengers and fifteen tons of sundry
 freight.

The Japanese officers and sailors were the guests of Toulon
 Municipality, where there was a brilliant festival to celebrate the
 arrival of the Japanese squadron.—Vale.

Paris, July 5.
 The War Minister, M. Barthou, gave a luncheon in honour of
 the Japanese Crown Prince, other guests being the three Marshals,
 Joffre, Foch and Desperes, and a number of generals, diplomats
 and members of the Japanese Mission.—Vale.

BANQUE INDUSTRIELLE DE CHINE

Paris, July 5.
 The Board of the Bank Industrielle de Chine thought fit
 yesterday to apply for "transactional" A strong hope is still alive
 that the Bank will eventually extricate itself. The financial mar-
 ket is quite undisturbed. Money is easy.

Following the recent emission of the French Government's
 short term bonds, which proved an unqualified success, netting
 over two hundred millions sterling par in twenty days, large emis-
 sions of bonds by various cities in industrial concerns and ship-
 ping companies are readily being absorbed by French investors.

ANTI-PROHIBITIONISTS' PARADE

New York, July 5.
 Mayor Hylan reviewed a parade of several thousand anti-
 prohibitionists. Each individual wore a miniature liquor bottle
 in his coat lapel. Three hundred organizations, including one
 hundred Italian societies, were represented in the procession.
 Bands played drinking songs. It is noteworthy that few women
 participated.

COAL SHIPMENTS

London, July 5.
 In connection with the resumption of work in the coalfields,
 provisional arrangements have already been made on a moderate
 scale to resume coal shipments. The hope is expressed that ships
 this month will proceed to Port Said and India with coals, and then
 proceed to other Eastern markets to load homeward cargoes.

BIG FIRES AT MADRAS

Madras, July 5.
 Two thousand persons are homeless as the result of two
 fires. The cotton mill workers on strike tried to prevent the police
 and firemen from extinguishing the fire. Troops were called out,
 whereupon the strikers temporarily retired.

EARLIER TELEGRAMS

THE TRADE POSITION

London, July 5.
 Addressing the Manchester Chamber of Commerce, Sir Edwin
 Stockton, the President, hopefully reviewed the trade position.
 He said he had every reason to believe that we had turned the
 corner. There were distinct signs of a desire to come into the
 market. The big decline in values made trade easier to finance,
 and the high of loss was greatly reduced. These inducements
 could not fail to attract many far-seeing buyers. He was very
 optimistic about the prospects of the cotton industry, and the
 world could not wait indefinitely for their return. He was
 satisfied and must return to cotton goods, owing to their com-
 parative cheapness.

DISPUTED TERRITORIES

Oppeln, Silesia, July 2.
 Evacuation by the Poles and Germans respectively of the
 disputed territories is proceeding in good order, the local forces
 taking charge.—Vale.

HONGKONG'S PUBLIC HEALTH CONDITIONS

Dr. Koch's Protest at Sanitary Board

At a meeting of the Sanitary Board held yesterday afternoon
 Dr. W. V. M. Koch drew attention to a statement made by Mrs.
 Neville Rolfe, published in the British Medical Journal, to the
 effect that the public health conditions of Hongkong were "dis-
 graceful."

Mr. G. R. Sayer presided over the meeting and there were also present Mr. Chow
 Shou-sen, Mr. S. W. Tao, Dr. Koch, Mr. C. G. Alabaster, the M.O.H.
 (Dr. W. W. Pearce), and the Secretary (Mr. C. M. W. Reynolds).
 Dr. Koch said he would like to draw attention to a very curious
 statement made by one of the members of the Commission on
 Venereal Diseases that passed through Hongkong a little while
 ago. The statement, published in the British Medical Journal, was
 by Mrs. Neville Rolfe, whose name had been before the Board
 already. She stated that in Hongkong "public health conditions
 were disgraceful."

Dr. Koch proceeded: I think a protest should be made against a
 person who passes through a place for a day or two making a
 statement like that. I do not think it is justifiable that a state-
 ment like that should be spread broadcast throughout the medical
 world by appearing in a paper of the importance of the British Medical
 Journal. Medical people outside Hongkong will think this place is
 a disgrace to civilisation. As a matter of fact, from my personal
 knowledge of a great many Eastern and West India cities, I think
 public health conditions in Hongkong are marvellously good.
 Sanitation is very carefully looked after—I do not say that because I
 happen to be a member of this Board. Public health conditions
 are very excellent indeed, considering the difficulties with which
 we have to contend. I think it is a disgrace that a member of a
 Commission like this should make such a statement as the one I have
 quoted, and a contradiction should be sent to the medical papers. I
 have already sent to them a contradiction of this good lady's
 statement which I brought before the Board on a previous occasion.
 I think some public notice should be taken of this one; possibly
 the Head of the Sanitary Department or the Medical Officer
 of Health ought to write and contradict it.

Mr. Chow Shou-sen said he agreed with Dr. Koch that a per-
 son passing through a place on a short visit should be more careful
 than to make such surprising remarks. In this case, however,

as the Sanitary Department was, in a way, an interested party, he thought it was a contradiction would best come from an authority outside the Sanitary Board.

The President: Personally, I feel I can take absolutely no notice of it at all.

Dr. Koch: Just as you please, Sir. I thought it would be of interest to the Board to know the opinion expressed by a member of a Commission which carries some weight in England.

The Medical Officer said he did not know where the member of the Commission got her information from during the time she was in the Colony. She did not approach him for any information about public health or for any statistics. She might have approached some other Govern-
 ment medical officer or some member of the Board.

Mr. C. G. Alabaster: She did not put herself in touch with the Board, I understand?

The President: I had the pleasure of being introduced to her outside this Board room and offered to help her, but she did not want any communication with me at all.

The extract from the British Medical Journal referred to by Dr. Koch is part of a report of a conference at which members of the Commission sent out by the National Council for Combating Venereal Diseases made reports. The issue is dated May 14th, 1921, (p. 717). We quote the report of Mrs. Rolfe's speech, in full, as follows:—

Mrs. Neville Rolfe, (Educational Commissioner to the Far East) said that the four ports which were visited by herself and the Medical Commissioner (Dr. Rupert Hallam) were Shanghai, Hongkong, Singapore, and Colombo. At Shanghai a site was chosen for a clinic for seafarers, leaflets had been drawn up to be given to every incoming sailor telling him where he could get free treatment, and the authorities had promised that the surplus on next year's budget should be earmarked for this campaign. A specialist had been sent for from Europe, and immediately on his arrival the clinic would be started. In Hongkong, where public health conditions were disgraceful, reform was a slower matter, but the Commission was able to organize Chinese and British opinion in the colony that the authorities were at last convinced that in carrying out the recommendations of the Commission they would be falling in with popular sentiment. In Singapore the principle of free treatment facilities had been accepted by the Governor, who had agreed

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 disputed territories is proceeding in good order, the local forces
 taking charge.—Vale.

Playgrounds of the Peak.
 Dr. Koch moved that the Government be asked to provide
 lavatory accommodation for children in the two playgrounds at the
 Peak. Dr. Koch said he was surprised that the accommodation
 had not already been provided.

Mr. Alabaster seconded the motion.

The President opposed, on the ground that the playgrounds were temporary and that the accom-
 modation would probably be used, not by the children, but by rickshas
 and chair coolies. It would also be very expensive to provide—
 £450 for each convenience. This was a matter, he suggested, for
 philanthropic Peak residents, and not for a charge on the public
 purse.

Mr. Alabaster said the stand was some distance away, and was provided with lavatory
 accommodation.

All the unofficial members of the Board voted for the motion,
 which was carried.

WORLD-WIDE SPORT

A cricket match was played at
 Newmarket between married and
 single jockeys, a good sum being
 collected for charity.

E. C. Carter, a member of the
 Royal Dublin Golf Club, won the
 Irish Native Amateur Championship
 at Portmarnock by the second
 time. His opponent, G. Moore,
 a young local player, played a
 very weak game, and Carter
 won easily by 9 up and 8 to play.

Sunderland have made an un-
 successful effort to sign on R. A.
 Williams, the Merthyr Town and
 Welsh international winger. It
 is stated that the transfer fee
 offered was £2,500.

Mr. C. I. Thornton, the famous
 cricketer, has accepted the offer
 of the honorary freedom of the
 borough of Scarborough in re-
 cognition of his 50 years' associa-
 tion with the Scarborough Festi-
 val. It is expected that the free-
 dom will be conferred during the
 visit of the Australians, which
 concludes the next festival in
 September.

There was a sensational finish
 to the South African billiards
 championship at Johannesburg.
 Cecil Harrington beating Frank
 Ferraris by 24 points in 16,000 up.
 At one stage Ferraris led by
 213 points, and once during the
 final session Ferraris was 325 in
 front and only required 218 for
 game, but Harrington, plodding
 along, won amid great excite-
 ment.

The English Football Associa-
 tion have withdrawn the sine die
 suspension of the Northern
 Nomads F. C. passed for not
 producing books when required.
 This means that the Olympic
 jumper and Everton goalkeeper,
 Howard Baker, will be able to
 keep goal for England against
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THE DOMINION PREMIERS.

Vignettes of Overseas Statesmen.

The Empire Statesmen assembled round the Council table in London are thus described by Mr. J. Saxon Mills:

NEWFOUNDLAND.

I think I had better begin, he writes, with the youngest of the visiting Premiers, who happens to represent the oldest Dominion, Newfoundland. The Honourable Richard Anderson Squires, K.C., is just over 40 years of age, and has held the dual posts of Prime Minister and Colonial Secretary since he won his victory at the polls in November 1919. He is a native Newfoundlander, having been born at Harbour Grace, the second largest town in the island. He was educated at Dalhousie University, Halifax, Nova Scotia, where he took the degree of LL.B.

His political career began in 1909, when he was elected to the House of Assembly for the district of Trinity. He climbed the rungs of political promotion pretty fast. By profession he is a lawyer practicing at the Newfoundland Bar, and was a law partner of Lord Morris when the latter was Prime Minister of Newfoundland.

Mr. Squires has had a large legislative experience. He is remarkable for intellectual vigour and industry, and is filled with a patriotic ambition for the progress and advancement of his country. He should have a long and serviceable career before him.

CANADA.

Mr. Squires then, will be the boy of the Cabinet. But the Right Honourable Arthur Meighen, Premier of Canada, is only six years older, having been born in 1874. From Toronto University young Meighen stepped westwards, and started practice at the Manitoba Bar at a little town 60 miles west of Winnipeg, called Portage la Prairie, which constituency he has represented in the House of Commons at Ottawa since 1908. Mr. Meighen, accordingly, is the first Westerner or prairie man to become Prime Minister of the Dominion.

His first-class fighting abilities came out over the question of reciprocity with the United States, which he brilliantly opposed, and that of a direct contribution to the Imperial Navy, which he as brilliantly supported.

So great was his power in debate and so wide his political experience that Mr. Meighen was obviously the man to succeed Sir Robert Borden when the latter retired in July of last year. He is not very well known in this country.

His spare and ascetic figure and certain look of having been born tired seem to belie that lust for battle and work which is Arthur Meighen's unquestioned attribute. He will be an object of much interest and curiosity at this year's meetings and festivities.

NEW ZEALAND.

The genial and "massy" semblance of the Right Honourable William Ferguson Massey, Prime Minister of New Zealand, is now quite familiar in the Old Country. A most interesting career, and one quite peculiar to the British Empire, he had. Emigrating at the age of 14 in 1870, he settled near Auckland, and by dint of brains and character and hard work rapidly became a leader of the British community in that far Southern Dominion.

How he brought his country into the Great War "to the last man and the last shilling" is a matter of glorious remembrance. In 1915 he formed one of those Coalition Governments which have been such a feature of our home and Empire politics in late years. Mr. Massey will be heartily greeted by countless admirers in this country.

AUSTRALIA.

"Mr. Hughes, Mr. John Bull," Mr. John Bull, Mr. Hughes would be quite a needless formality. The Right Honourable William Morris Hughes is almost as well known under Charles's Wain as under the Southern Cross. Nobody doubted which side Mr. Hughes backed when the war began. How he smote and slew the Germanic dragon in his island continent is a record for all time.

And as for his speeches, his tributes to the Australian heroes of the war, they have passed into the literature of the war and into the school-books of his country. Here, too, as in Canada and New

Zealand, a Coalition Government was formed and still subsists.

SOUTH AFRICA.

It would be hard to say to whom the world and the British Empire owe a deeper obligation than to the Right Honourable Jan Christian Smuts, Prime Minister of the Union of South Africa. The world owes largely to General Smuts its one great hope, the League of Nations; and on the British Empire he has recently conferred an inestimable boon in the grouping into one great party of the British and moderate Dutch elements in South Africa.

General Smuts believes in the League of Nations, and he must, therefore, believe in the British Empire, which he has defined as "the only league of nations that has ever existed."

Scholar, soldier, statesman; can the Empire have a more attractive or romantic figure? He seems to have stepped down from some historic canvas of the sixteenth or seventeenth century. Yet Smuts is truly a "man of the times," perhaps even a little ahead of his times in political thought and aspiration.

INDIA.

India will henceforth be represented at the Empire Cabinet and Conference by native Indians, and she has little difficulty in finding worthy delegates. To this Cabinet comes as representative of the gorgeous Indian princedom his Highness the Maharaja of Cochin, G.C.S.I., G.C.I.E. Cutch is a big peninsula, about the size of Wales, in the north of the Bombay Presidency. It is quite a little world by itself, with a strong national consciousness. The Maharaja is always among his own folk, having been to England only once, at the first Victorian Jubilee.

He is brother-in-law of the Maharajah of Bikaner, who attended the War Cabinets and is now well known in this country. The Maharaja will be heartily welcome.

For the rest of India come Mr. Srinivasa Sastri, lieutenant and successor of the late Mr. G. K. Gokhale, influential among Indian moderates and a joint-shaper of the recent "Dyarchy" reforms. Mr. Sastri is a high type of Indian culture, and speaks and writes English as familiarly as his mother tongue.

The Empire may thank God for the high character, wisdom, and ability of the men who are to decide its destinies at the coming Cabinet and the subsequent constitutional conference.

ACTION OVER STEEL BARS.

Short Delivery.

In an action in the U. S. Court for China at Shanghai on the 27th ult. Mr. H. D. Rodger, for the plaintiffs, Messrs. Gaud, Price & Co., made an application for a claim of \$30,000 from defendants the Trans-Pacific Corporation, under a letter of guarantee dated October 27, 1920. The application was based, said counsel, on a affidavit, a copy of which was served on defendants. It was signed for by Mr. O. B. Gainsborough (vice-President and Oriental manager of defendant firm) as having been received by him. Defendants had declared that they did not wish to defend the action and desired to leave the issue to be decided by the Court.

Upon the name of the defendants having been called three times by the Court Marshal and their failing to answer, Mr. C. R. Tichenor, manager of the import and export department of plaintiff firm, stated that there had been a deal in steel bars from the United States. When the transport arrived together with the invoices it was discovered that the Trans-Pacific Corporation had "shipped the short ton." It was impossible to dispose of the consignment unless defendants made up the weight. This they said they could not do.

The Judge—The steel was shipped to you?—Yes. We accepted the drafts, but not the goods. We merely acted for other firms in a financial capacity. We opened the credit for another concern. In reply to another question by his Honour as to whom the bars now belonged, witness said they were in the hands of the Trans-Pacific Corporation. Plaintiff had never accepted any part of the shipment.

Mr. W. J. Gande, partner of plaintiff firm, said that the bank had made repeated demands for the settlement of the drafts, and that plaintiffs would be obliged to pay them.

Judgment was reserved.

DEATH OF EARL WHO OWNED A CAB BUSINESS.

Lord Shrewsbury and his Famous Hansoms.

A romantic career of the peer age has been brought to a close by the death of the Earl of Shrewsbury and Talbot, at the age of 60.

His chief claim to distinction was his invention of the famous S. T. hansom, the first cab with rubber tyres to be put on the streets of London. The smooth running and noiselessness of the new vehicles quickly gained for them a great popularity.

The inheritor of great wealth, the earl was able to dabble in business more or less as a hobby, and one of his enterprises was the provision of a large fleet of hansoms for the metropolis.

COBBLERS ON CABS.

Far from being ashamed, as a peer, of this incursion into business, he displayed a coronet on his cabs, and later introduced the hansom into Paris, Brussels and Milan.

In 1903 motoring, then in its infancy, attracted his attention, and he devoted a great deal of energy and money to further the industry. He started a factory at Nothing-hill for the manufacture of French cars, and in the first year completed 50.

He was a great all-round sportsman, and after he had passed the age of 50 was a fine polo player and a keen shot. For many years he was a regular follower of the Cheshire hounds, and took an active part in boxing and fencing. From his youth he was fond of coaching, and for several seasons drove the Greyhound coach from Box on to Alton Towers, his seat near Stoke-on-Trent.

He was the central figure in the early 'eighties, of a society divorce sensation. Shortly after coming into the title at the age of 17, he made the acquaintance of Mr. Mundy, and paid visits to the latter's home at Shipley Hall, in Yorkshire.

SOCIETY ROMANCE.

There Lord Shrewsbury, then 20, met Mr. Mundy's young wife, and several months later she left her home, and ran away with the young earl. Her husband divorced her, and in 1882 she became Countess of Shrewsbury and Talbot.

For several years the couple lived happily, but a disagreement sprang up, and they separated. This led to a lawsuit, the countess claiming the use of Alton Towers and £1,000 a year from her husband.

During the case, which she won, a number of curious incidents were related. When in July 1902 she and her daughter, Lady Viola, arrived at the Towers, they were refused admission by a housemaid, who said she had had orders to admit nobody. The door was banged to in the countess's face, but her daughter forced it open.

SCRAMBLE THROUGH A WINDOW. To obtain even the most ordinary utensils, the two ladies had to break open locks and cupboards, and Lady Viola had to dig potatoes from the garden. On another occasion the daughter had to scramble through the window in order to admit her mother.

Afterwards Lady Shrewsbury lived at Alton Towers, and the Earl at his other seat Ingestre Hall, which is only 20 miles away.

Lord Shrewsbury, who derived most of his wealth from coal mines, was Lord High Steward of Ireland, and the premier earl of England and Ireland. He is succeeded by his grandson, Viscount Ingestre, who was born in 1914. The child's father, and the earl's only son, died in 1915.

MAIL-CARRYING FLIGHT.

An August Stunt.

Under the auspices of the Japanese Imperial Aviation Association, another mail-carrying flight will be made on August 20th. The planes will carry mail from Tokyo to Morioka, a distance of about 1,030 kilometres.

The aviators who take part in the flight will drop cards at Utsunomiya, Koriyama, Sendai and other towns en route as specified by the Association.

The winners of the competition will receive Yen 10,000, Yen 8,000, Yen 7,000 and Yen 5,000 respectively.

About six civilian aviators are expected to participate in the flight. All of them are in possession of the first or second class aviator licences.

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WANTED.—A young man to undertake the duties of proof-reader.—Apply "Hongkong Telegraph."

TO BE LET.

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—At once from 15th July to 15th Oct. 6 Roomed Furnished House with Servants and large garden, Nathan Road Kowloon close Ferry. Apply Box No. 579 c/o "Hongkong Telegraph."

TO LET.—Office, on the second floor of St. George's Building, two or four rooms. Apply Box No. 578 c/o "Hongkong Telegraph."

TO LET.—Godown at Yau-mati. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

TO LET.—"Bahar Lodge," No. 4 Peak Road, Peak, 3 rooms, lately renovated. Apply to Ribeiro, Son & Co. P. O. Box 501.

NOTICE.

I have this day established myself as a General Merchant under the firm-name of R. H. KOTEWALL & CO. in Alexandra Buildings.

R. H. KOTEWALL
Hongkong, 6th July, 1921.

THE BLUE FUNNEL LINE.

S.S. "TEIRESIAS".

Will be despatched for Shanghai, Kobe and Yokohama at noon on Monday 11th July.

Excellent first class passenger accommodation.
For further particulars apply to BUTTERFIELD & SWIRE Agents.

HONGKONG GENERAL CHAMBER OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

The School closes on Friday 8th July, and will reopen on Monday 12th September next.

By order,
E. A. M. WILLIAMS,
Secretary.

Hongkong 5th July, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"SHIRE" LINE OF STEAMERS LIMITED.

From UNITED KINGDOM,

GENOA, PORT SAID,

COLOMBO & STRAITS.

The Motorship

"GLENLUCE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 13th July, 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 13th July, 1921 at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO., LTD.,

Agents.

Hongkong, 6th July, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 7th July, 1921

at a Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Yau-mati

290 Bundles Mild Steel Corrugated Structural Grade Bars

40' x 3/8"

Terms: Cash on delivery

LAMMERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 7th July 1921

commencing at 12 o'clock (noon) at No. 1-A Duddell Street

A Quantity of Electric Fan Coils

and afterwards at their Sales

Rooms, Duddell Street

4000 yards Canvas

2 casks Ready Mixed White

Paint

2 casks Ready Mixed Green

Paint

15 rolls Triangular Wire Mesh

3 cases infant's Hosiery

1 case Needles

Terms: Cash on delivery

LAMMERT BROS.,

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 9th July 1921

commencing at 11 a.m.

at their Sales Rooms, Duddell

Street

A Quantity of Office and

Household Furniture

(Full particulars from catalogue)

Also

1 Indian Motor Bicycle

Terms: Cash on delivery

LAMMERT BROS.,

Auctioneers.

THE COWIE HARBOUR COAL

COMPANY LIMITED.

SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIE or SANDAKAN

(British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIE or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 2½ feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agents,

The COWIE HARBOUR COAL

CO. LTD.

HONGKONG THEATRE.

A new entertainment for the tired business man and woman—and everybody else—has been conceived for the screen in "The Little White Savage" which is showing at the Hongkong Theatre from to-day until Friday.

"The Little White Savage" which stars Carmel Myers, is neither drama nor comedy, nor is it burlesque as we know it. But it is a combination of the three with a dash of delicious satire and a bit of ridicule at everybody thrown in for good measure. In fact the theme is a Shavian in tendency and like the famed G.B.S. "The Little White Savage" makes fun of everybody, including its characters.

It all happens when a country editor doubts the genuineness of "The Little White Savage," the greatest show's star freak, supposedly taken from Sir Walter Raleigh's "Lost Island" in the Atlantic. Then Larkay, the owner, and Kerry Byrne, former New England pastor, but now the circus partner, tell the newspaperman the story of "the little white savage's" abduction from the island and how she disrupted the peace of Kerry's New England parish by her startling appearance there.

THEATRE ROYAL.

The H. B. Waring Company.

Last evening the H. B. Waring Company presented the third piece of the return season to Hongkong. "The Adventure of Lady Ursula," a comedy-drama of the Georgian period, which was well received by an audience that should have been more numerous, for the play was an exceptionally beautiful one. The script was good, allowing scope for the display of dramatic talent for the whole cast and the acts each had a semi climax of much force and realism. Wit and repartee of the time flowed freely and many lines were even brilliant, but all through it was good. The staging for Hongkong, while the dressing and the acting of "The Adventure of Lady Ursula" were all that could be wished for. Throughout the performance there was the atmosphere of a London production, something unusual in a Hongkong theatre.

The play had a great charm with its setting in the days of brocades, poudre and duelling as a means to vindicate an insult. Although carrying a deal of good comedy there were several very tense dramatic scenes. The visit of Lady Ursula, dressed as a young man of the time, to the home of Sir George Sylvester was striking enough, but, later, when at the club the two were about to fight a duel with pistols to right a misunderstanding, the tension was tant with expectancy. Needless to say, the situations were handled splendidly and the artistic ability of the principals was evident. Miss Jeanette Sherwin played the part of Lady Ursula with great charm. Dressed as a man she was most prepossessing and convincing in her acting. Sir George Sylvester, who had forsworn the friendship of women, but later only to fall a ready victim to Lady Ursula, was admirably portrayed by Mr. Charles Quartermaine. "Dorothy Fenton, the friend of Lady Ursula, was in the hands of Miss Edith Smith, who invested the character with much girlish gaiety. The comedy was mostly in the lines of Mr. Christian Morrow (Rev. Blimbo) and Mr. Frederick Annerley (Mr. Dent). The contrast between the two parts was not overdone and the "comic relief" was all the better for that fact.

The other parts of the play were taken by Mr. Frank Vosper; Mr. C. W. Hulser; Mr. Peter Creswell; Mr. James Jolley; Mr. Walter Plinge; Mr. Hamilton Edwards; and Miss Alys Rees.

Don't to-night will be staged Rudolf Pessier's play "Don." It is very rarely indeed that Hongkong has a popular London actor of the high reputation of Mr. Charles Quartermaine in its midst and more rarely still can local playgoers see a star actor in a character actually created in London by him. Apart then from the outstanding beauty of the play itself Mr. Quartermaine's self-created part—a monument of acting—as it was recorded at the time—should prove a big draw. If Hongkong is to have companies of the excellence of the Waring Company, we must use every means in our power to encourage this class of work and playgoers have the matter in their own hands.

There appears to be some little danger (writes a correspondent in a Home Journal) that we may lose our sense of proportion in the praise that is being lavished on the pictorial advantages of (comparatively) smokeless cities. Photographers and descriptive writers are hard at work telling us that those who have not seen London during a coal strike have never seen London as it should be seen. From other industrial cities the same cry goes up—in blissful forgetfulness that we agreed long ago that the charm of our great cities lay largely in their atmospheric effects. Manchester has its eminent celebrators even in its duskiest moments; what Londoner who was also a patriot of London has not, at some time or another, talked or written enthusiastically of the purple haze of the parks, the wonderful violet mistiness under the trees in Kensington Gardens, "the vague intensity of misty glory," the "pearl greyness" of winter, the "golden haze of evening" from Primrose Hill? All these things, and their counterpart in other great cities, owe something, and a good deal, to the smoke whose departure we are welcoming with a little too much delight. A smokeless London, or a smokeless Manchester, would have real compensations. But smoke veils transform much that is hard and ugly, and the smokeless English city might become the hard thing that a photograph is in comparison with a drawing.

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TO-DAY'S MISCELLANY.

Mr. Lloyd George's important State paper on Silesia and the Paris press would probably have surprised some of the statement of the past, for it does not conform to stereotyped dictation. It is not unique for the Executive of one nation to make complaint of the press of another, but the complaint has not often, if ever, been made quite in this way.

Napoleon III., for instance, made frequent complaint of the language used about him by the "Times" and other papers, and these complaints were passed on to Delane by harassed Ministers. At least one King of Prussia made similar complaints. But these things were done, as a rule, behind the scenes; the public knew nothing about them, and no previous British Prime Minister has published a direct and grave rebuke in the British press addressed to the press of a friendly country. To admit this is not of course, to criticise Mr. Lloyd George's method; other times other methods.

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"MENTOR"	19th July	London, Amsterdam & Antwerp
"TRUCER"	11th Aug.	London, Rotterdam & Hamburg
"TEIRESIAS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

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"VANOTSE"	16th July	M'les, Havre, Lpool & G'gow
"AGAMEMNON"	25th July	Liverpool & Glasgow
"EURYPYLUS"	5th Aug.	Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS"	6th July	Victoria, Seattle & Vancouver
"PROTESILAUS"	3rd Aug.	
"IXION"	24th Aug.	

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(via Suez or Panama)

"DEUCALION"	5th July	via Suez
"MENTOR"	19th July	for London
"TEIRESIAS"	16th Aug.	for London
"ASCANIUS"	7th Sept.	for Liverpool

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PASSENGER AND FREIGHT SERVICE

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sailing on or about 25th July

The vessel offers excellent accommodation for saloon
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For FREIGHT & PASSAGE apply to—

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at all hours.Clean, Delicious & Appetising,
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Special Dining Room for dinner
parties, accommodating 40 per-
sons, with Drawing Room at
tached.APPOINTMENT FOR LADY DOCTOR.
Dr. Eva Roberts has been tem-
porarily appointed medical officer
of health for Isleworth.TOKIO-SHANGHAI AVIATION
PRIZE.The prize in the long distance
race between Tokio and Shanghai
proposed by the Japanese Im-
perial Aviation Association to be
held in November next, will be
Yen 50,000.WEALTHY GLASGOW.
Glasgow Corporation has re-
deemed one and a half million
sterling of Corporation stock
(issued 30 years ago) at a premium
of 25, despite the fact that the
rate of interest paid was only 3
per cent.W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOB. UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS."Motors from 12 H.P. to
50 H.P. now in stock
also spare parts.Works ... Tel. K.21.
Manager ... K.333.
Secretary ... K.369.
Harbour Engineers, K.604 &
K.632.
Telegrams "SEYBOURNE"

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ
(United Netherlands Navigation
Company.)HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From HAMBURG, ROTTER-
DAM, LA R. CHELLE PALICE,
LISBON, GENOA and
SINGAPORE.The Steamship
"RADJA"having arrived from the above
ports, consignees of cargo by her
are notified that all goods are
being landed at their risk into
the hazardous and/or extra-
hazardous godowns of the Hong-
kong & Kowloon Wharf &
Godown Co. Ltd., whence and/or
from the wharves delivery may
be obtained.Goods not cleared by the 10th,
July, 1921 will be subject to rent.
All broken, chafed and damaged
packages are to be left in the
godowns, where they will be
examined on the 9th July,
1921 at 10 a.m. by Messrs.
Goddard & Douglas.Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.No Fire Insurance will be
effected by the undersigned in any
case whatever.Bills of Lading will be counter-
signed by
JAYA-CHINA-JAPAN LIJN.
General Agents,
Hongkong, 5th July, 1921.

COMMERCIAL NEWS.

ELECTRICITY IN CHINA.

There is no branch of engineer-
ing, says the *British Exporter*,
which has taken a firmer
hold upon China than electric-
lighting, even though for the time
being temporary inactivity has
supervened owing to exchange
rates causing a large advance in
prices.In view of this a good
many orders for plant and ma-
terial which would have gone to
England or America have been
held up, and a considerable
amount of native capital for the
extension of old, and the initiation
of new undertakings is in abey-
ance. Many of these schemes
are of a most promising character,
and it may be taken for granted
that sooner or later a large num-
ber of them will be in the market
for machinery. The time, we be-
lieve, is not far distant when
every town of importance in
China will have its own electric-
lighting system, so rapidly is the
vogue spreading, and what that
means in machinery and material
consumption in a country of
China's extent it is easier to
imagine than describe.AUTOGRAPH LETTERS OF
FAMOUS PEOPLE.

Amusing 'No.' By Dickens.

Rich collections of autograph
letters of famous persons will
shortly come into the auction
room in London.Autographs of seven English
Kings and Queens, and of famous
women such as Nell Gwynn,
Sarah Duchess of Marlborough,
Emma, Lady Hamilton, Har-
riette Wilson, and a host of other
celebrities of the past are to be
sold by Messrs. Puttick and
Simpson.

NOVELIST'S "NEXT WORLD".

Bulwer Lytton once wrote
to an aged woman friend—
"I venture to think that if we
had both met in our giddy days,
it would not have been my fault
if our correspondence had not
assumed a tenderer complexion."But, as in the next world, we
shall all arise in the bloom and
spring of celestial youth and
eternal sunshine, so when we
meet there I wish you before-
hand that I shall attempt an
aerial flirtation.

BARTER, OR UNCLE'S.

A letter written by George
Alexander Stevens from Notting-
ham Gaol in 1761, at which time
he was confined for debt, throws
an interesting light on literary
vicissitudes of that time."Themistocles had many Towns
to furnish his Tables, and a whole
City had the charges of his meals."In some respects I am like
him, for I am fed by the labours
of a Multitude. A Wig has
kept me for two days, the
Trimnings of a waistcoat
as long; a ruffe shirt
has paid my washerwoman; a
pair of velvet breeches discharged
my lodgings; my coat I swallow
by degrees; the sleeves I break-
fasted upon for three days; the
body, skirts, &c., served me as
long, and two pair of men's pumps
enabled me to smoke several
pipes.

GARRICK WANTS BETTER LOVERS.

Garrick received this letter
from Susannah Cibber, the actress,
in 1745—"You assure me also you want,
sadly, to make Love to me, and
I assure you very seriously I
will never engage upon the same
theatre with you without you
make more Love to me than
you did last year."I am ashamed that audience
should see me break the least
rule of Decency, even on the
stage, for the wretched lovers
I had last winter. I desire you
always to be my Lover on the
stage and my Friend off it."

HOW DICKENS SAID NO.

In the well-known collection
of the late Mr. H. W. Bruton,
of Bewick House, Gloucester, which
is to be sold by Sotheby's, there
are some rare Dickens books and
MSs., including one of the finest
known copies of the Pickwick
Papers.A characteristic letter from
Dickens declines an invitation to
a dinner. He writes—"It is the week in every
month on which I never go out
to dinner, except on some
tremendous provocation, such as
a twin brother's coming home
from China and having appointed
to return next morning, which
does not often happen."On the one side I perceive a
clear head looking forward to the
end of Chuzzlewit; on the other,
a bear-eyed (but amiable and
prepossessing) youth, drinking
soda-water, and incapable of any
mental exertion greater than
ordering it.The Bruton collection also
contains some unpublished draw-
ings by Thomas Rowlandson,
made on a tour to view the
wreck of the Royal George.THE INDUSTRIAL
NETWORK.

Exports and Employment.

Lord Inchcape has addressed
the following communication to
the Times—Is it not time that every class—
nay, every individual—stopped to
ask the question: "Where are we
going?"I do not propose to ask who is
right and who is wrong in the
present industrial deadlock. It
may well be that every element
involved—the Government, the
mineowners, the miners, and the
body of organized labour which
stands behind the last-named—
can satisfy itself that it has a
certain amount of justification
for its action. But, as Hegel
remarked, "tragedy is born of the
conflict of right with right, and
not of right with wrong."I will concern myself here with
only one of the results which flow
from the paralysis of industry
caused, or aggravated, by the
coal deadlock—namely, the stop-
page of our export trade. This
cuts into our national life far
more deeply than the people at
large seem in the least to realize.It was the old Protectionist
fallacy that we could live, as
boys are reported to live in
winter, by sucking our own paws
—that we could manufacture
and sell our manufactures to
those of our people who are
engaged in other industries, tak-
ing in return such things as they
themselves made or produced.
Such a thing is possible in a half-
developed country with a popu-
lation in a backward state of
civilization; it is not possible
here.Let me give some figures to
illustrate my point. I take the
value of our imports (less re-
exports) in pounds sterling, and
also of our exports, for the first
quarter of 1913 and the first quar-
ter of 1921 respectively.In January-March, 1913, we
imported, of food, drink, and
tobacco, £22,333,000; of raw
material, £59,947,000; and of
articles wholly or partly manu-
factured, £42,230,000. Reducing
our imports for the same period
of 1921 to the values of 1913, the
figures are—Food, drink, and
tobacco, £27,277,000; raw material,
£37,020,000; articles wholly or
partly manufactured, £38,111,000.Our total imports fell off by 25.7
per cent., and the greatest falling
off occurs where it is most serious,
in our imports of raw materials
—38.2 per cent.Now turn to exports. In the
first quarter of 1913, we exported:
—Food, drink, and tobacco, £3,
884,000; raw material (including
coal), £15,544,000; articles manu-
factured or partly manufactured,
£102,514,000. In the same period
of 1921, reduced to 1913 values,
we exported food, drink, and
tobacco, £3,987,000; raw material
(including coal), £6,394,000;
articles wholly or partly
manufactured, £56,608,000, the
falling off in our total
exports being no less than
46.5 per cent. But, if we take
the two most important items—
coal and articles wholly or partly
manufactured—the figures come
out even worse. Coal exports
were down by 69.2 per cent., and
wholly or partly manufactured
articles by 44.8 per cent., the two
taken together by 47 per cent.That is to say, we exported
slightly more than half in value
(and incidentally, considerably
less than half in quantity) of the
very things on which our indus-
trial life depends.Now let us see how this works
out. We cannot employ our
population unless we manufacture;
we cannot manufacture unless
we have raw material; we cannot
pay for raw material unless we
export—coal or manu-
factured goods. And if we cannot
employ our ships—our freightersespecially—and make up by
"service" some part of the
adverse "balance" of trade
caused by the normal excess of
imports over exports, which is
necessitated by the fact that we
do not produce enough food to
feed the population.There was another source from
which that deficiency was partly
made up—namely, the interest
paid on British capital invested
abroad. But that has largely
vanished. Instead of our being,
as we were before the war, almost
entirely a creditor nation, we now
have a foreign debt of well over
£1,000,000,000. The interest on
that sum can only be paid directly
or indirectly by exports—either
of coal or of manufactured goods—
or by services. Until we can ex-
port and so regain our shipping
freights we must either plunge
more deeply into debt or we must
starve.If we are to survive the shock
of a victorious war we must raise
coal and sell it to foreign nations,
make goods and sell them in the
same manner. But we cannot
sell when there are no buyers,
and there will be no buyers until
our prices are reduced to a level
at which our customers in other
countries can afford to buy. In
other words, we must increase
and cheapen production. For a
time at least we must export
more than we import in order
to pay off our foreign
debt. If we set to work
quickly, all classes in co-operation,
we may still get the lion's share
in supplying those things which
the world requires to set it on its
legs again after the war. But if
we let the months pass in sulking
and wrangling, others will be there
before us. Germany, chastened
but not killed, is setting to work,
and she has a one-third advantage
over us by reason of the exchange.
If we do not speedily make up
our minds to work and save, we
shall inevitably "lose the peace."I write without bias, as one
whose business it is to know the
conditions of the world's trade,
and my warning is addressed not
to any one class but to all. There
is no hope for the nation except
through the re-establishment
of that world trade in which, before
the war, it was supreme.STEALING A JAPANESE
JUNK.Chasing an Ex-Convict in
the Inland Sea.One Uyeta Takichi, a native of
Itozakichi, Aikoshima-ken, is now
under examination by the Kobe
Water Police. The accused had
been in a marine transport agency
at Chiyunjin, Korea. He is ac-
cused of making off with No. 55
lighter, owned by the Otani
marine transport agency, from
No. 4 pier of Kobe harbour.The vernacular papers report
that Uyeta managed to steer the
vessel as far as the port of Itozaki,
Hiroshima-ken, whence he was
about to sail for Shimonoeki.His departure from the Kobe
pier, however, soon became
known by the owner of the
lighter, who at once communi-
cated with Water Police. The
police launch had been making
a prolonged search and at length
found the stolen lighter concealed
at the Itozaki port the other day.The accused hid himself in a
wood on an islet near the port of
Itozaki, but was captured by the
Itozaki police, and brought back
to Kobe on the 14th instant. He
is an ex-convict, with a previous
record of theft and embezzlement.

LIVED IN FIVE REGIONS.

Miss Margaret A. Best, of Bury
St. Edmunds, has celebrated her
100th birthday. She has lived in
the reigns of George IV., William
IV., Victoria, Edward VII., and
George V.

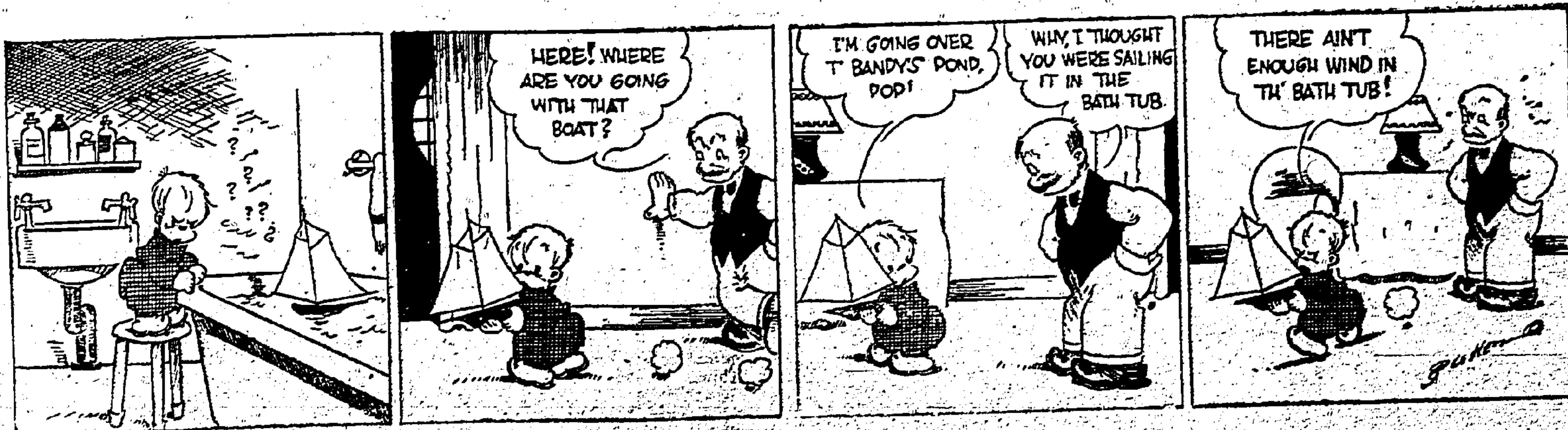
THE WAR IN IRELAND.

The Murder Of Sir Arthur
Vicars.Dublin Castle has issued a
report of the military Court of
Inquiry in lieu of an inquest, held
at Tralee, Co. Kerry, concerning
the death of Sir Arthur Vicars,
who was shot dead on the terrace
in the grounds of his residence
Kilmorra Castle, Co. Kerry,
which had a few minutes before
been surrounded and set on fire
by a body of armed men.The manager of the Kilmorra
Estate stated that on the morn-
ing of the murder he was discuss-
ing business with Sir Arthur
Vicars, who was in bed, when
Lady Vicars entered the room
and said "There are men with
pistols in their hands around the
house."I went to the window, con-
tinued the witness, and saw two
men, each carrying two revolvers.
I told Sir Arthur to get dressed at
once, and went downstairs to
secure the doors.Two of the raiders were near
the back door talking to the valet
and the cook. One of these men
said "It is all right, we have
only come to burn the house."I replied that I was sorry, but
I hoped no lives would be taken.He replied that he would guar-
antee that no lives would be lost,
and held out his hand to me. He
told me to get out the way, and
that I had only two minutes more
in which to do so.I again rushed upstairs to Sir
Arthur's room, and found him and
Lady Vicars together. I told
them what the raiders' intentions
were.At his request I collected
various valuable possessions of
his, and took them down and
placed them outside the front
door.I was ascending the stairs to
the third floor for the third time,
when I was stopped by one of the
raiders who had a revolver in his
hand, and who ordered me down-
stairs, when he placed me under
arrest under guard.This man asked who had gone
on the terrace steps, and someone
replied that it was Sir Arthur.
This man, accompanied by three
or four others, immediately went
after the deceased.I heard Sir Arthur say a few
words, and immediately after
several revolver shots rang out.
I was still held prisoner. Presen-
tly another leader of the
raiders returned with a party and
ordered me to go down to where
Sir Arthur had been shot.At that moment a cloud of
smoke from the burning house
came across our path, and I took
advantage of it in order to get
away. I ran down the terrace,
and on getting clear of the smoke
I saw Sir Arthur's body lying at
the foot of the steps on the round
terrace.I did not stop, as I fully be-
lieved they intended to murder
me also. I hid in a plantation for
about three-quarters of an hour,
and then returned to the burning
building, near which I found Lady
Vicars and others.The Court was unable to hear
any medical evidence, as the body
was "coffined" without medical
examination. The Court returned
a finding of wilful murder by
shooting against some person or
persons unknown.CITIZENS' CONVENTION AGAINST
PEKING.At the meeting of the Citizens
Convention at Shanghai it was
decided that the Peking Govern-
ment should not be recognised
and that telegrams to this effect
be sent to the foreign Legation
in Peking and to other friendly
countries as well as Chinese
ministers abroad and "all Chinese
organisations and newspapers
throughout the country."

FRECKLES AND HIS FRIENDS

He Speaks Like a Real Sailor!

BY BLOSSER.



Watson's

FORMAZONE

(REGISTERED)

A Refreshing, Invigorating and Palatable Drink.
Particularly suitable for Tennis, Shooting and
Bathing parties.

Bottles \$1.25 per dozen
Spills 80 cts. per dozen

A.S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

TELEPHONE 430.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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The "Hongkong Telegraph" is delivered free when the addressee is accessible to messengers. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 6, 1921.

"PEACE IN THE AIR."

After the years of strife, political and often physical, that have marked the Irish problem, the average observer will not be prone to jump to the conclusion that the proceedings at Dublin herald the consummation of tranquillity. There is an absence of definite statement that bids us wait for further intelligence before adopting so rosy a surmise. What the proceedings do introduce is a far more hopeful possibility of a settlement than has been visible for many a long day amid the atmosphere of misunderstanding, irreconcilable antagonism, and blind violence. In 1917 a Convention of prominent Irishmen was instituted, and for a time a considerable degree of expectancy attached to their discussions, which, however, ultimately proved futile. Possibly the Convention was dissolved prematurely, but with Sinn Fein abstaining, it is difficult to see how a permanent solution of the Irish problem could have been attained. Six months ago hope rose again when Father O'Flanagan approached the Premier. This time the uncertain status of the Irish spokesman and opposition within the Sinn Fein ranks dashed any prospect of an understanding. Just recently conversations took place between Mr. De Valera and Sir James Craig, the Ulster Premier, to which the present discussions are, presumably, the sequel.

Negotiations are now being undertaken on the part of Sinn Fein by Mr. De Valera and Mr. Griffith, respectively President and Vice-President of that organisation, which gives the discussions a representative character that previous negotiations have lacked. It may be noted also as a happy augury that Mr. Griffith and other Sinn Feiners have been released from Mountjoy Prison, and that, according to report, Sinn Fein is releasing kidnapped prisoners. A further episode that has an encouraging side is the journey to Dublin of General Smuts, whose successful efforts in promoting harmony between Britain and Boer testify to his qualities as mediator. Nor should reference be omitted to that brief but perhaps most significant passage of all in the cables which apprises us that "while the conference sat, a multitude, with bared heads, prayed for peace outside the Mansion House."

Will this prayer be granted? At the moment the issue rests on the knees of the gods. This much we are told, that as a result of the conference (attended on the one side by the Sinn Fein leaders and on the other by prominent Southern Unionists and Sir James Craig), it was announced that "certain agreements had been reached." Lord Oranmore, one of the Irish Representative Peers and a member of the conference, declared that never at any time during the present struggle had such a widespread feeling in favour of a speedy settlement manifested itself. The Lord Mayor of Dublin went farther than this when he announced that "peace is in the air," and that he had the greatest hopes of the momentous conference just held. For the rest we must await its resumption on the 8th inst. It may even yet be that the irreconcilables of the "Irish Republic" will wreck the negotiations. When progress has reached thus far, however, there are tangible grounds for hoping that at long last the dictates of reason will be allowed fair scope, as they imperatively need to be, alike by Sinn Fein and by Unionists.

NOTES & COMMENTS.

The Canton Struggle.

At the time of writing it rather looks as though the Cantonese troops are having the worst of matters in their fight against Kwangsi. Our Canton correspondent yesterday gave us a fairly good resume of the fighting that is taking place and on Monday we were enabled to publish news from Pakhoi which showed that in that region the Kwangsi people are having matters much their own way. Yesterday's *Canton Times*, the newspaper which is the official mouthpiece of the Canton Government, had never a word to say about the fighting and it is hardly a case of "no news being good news." If there had been victories to report they would have been reported. Telegraphic news was received in the Colony yesterday stating that General Luk Wing-ting, the Kwangsi commander, has told Peking that he has plenty of munitions for the time being, the only thing needed being a little more money. In view of Peking's obvious desire to see President Sun Yat-sen out of the chair he has as used it may be taken for granted that the monetary assistance asked for will be forthcoming in due time. Meanwhile, the loss of men continues on both sides and it has been plainly indicated that the present fighting is by no means in the nature of the usual Chinese skirmish. There is fighting in earnest, especially when it is said that over 1,000 wounded Cantonese soldiers were brought into Canton a few days ago. The Kwangtung forces have also suffered from rather serious desertions. For one to hazard just how the position stands is, in view of the rather conflicting reports coming to hand, a difficult matter, but it is certain that Canton is not going to have the easy "walk-over" it seemed to expect. If the reports of other provinces helping Kwangsi are to be trusted then it is difficult to see how our friends in Kwangtung can, with a depleted treasury, hope to withstand such a combined onslaught. Both sides claim the friendship of neighbouring provinces and so there again one is in a little doubt just what to expect. That Canton is a little perturbed over the happenings is proved by the fact that the President has urged his General to change his scheme of strategy. Meanwhile there are the usual reports of busy bandits.

The Bank Failure.

Regarding the failure of the Banque Industrielle de Chine there is quite a ray of hope held out to the many local investors by the statement made to a party of newspaper men by the Singapore Manager of the Bank's branch, communicated to us yesterday by our Singapore correspondent, and also by the Kenter cable telling how M. Painleve is seeking an extension of the wartime moratorium law in order that the Bank may be carried on under a specially appointed administrator. No news has been received by Far Eastern branch Managers as to what will be done, but there is just the possibility that the Bank will be continued. Definite news to such an effect would come as a veritable god-send to the many small depositors. The Chinese Legation at Paris has been at some pains to explain its attitude, but seeing that one-third of the capital is subscribed by the Chinese Government the position of our Chinese friends is not quite so disinterested as they would make it appear. We have received a letter from a correspondent who is anxious to point out that last January a printed notice was very conspicuously posted in the local offices of the Bank stating that the credit of France was one and the same thing as the credit of French financial institutions and was not to be separated from them. This was designed to restore confidence in the institution and he very pertinently asks why it is that the French Government has suddenly withdrawn its support from the Banque Industrielle and allowed it to close its doors. "Is it," he asks, "because France intends to break the assurance given only a few months ago, or because she has lost all her credit?" There are a lot of other people in the Colony asking a similar question and are wondering why it is that a Bank which was so heartily financing French industrial interests in the Far East was allowed to go to the wall for the want of generous and prompt assistance on the part of other Parisian banking institutions. We have been told that if a little different policy had been followed in Paris the Bank could

DAY BY DAY.

THERE ARE BUT THREE GENERAL EVENTS WHICH HAPPEN TO MANKIND: BIRTH, LIFE, AND DEATH. OF THEIR BIRTH THEY ARE INSENSIBLE, THEY SUFFER WHEN THEY DIE, AND NEGLECT TO LIVE.—*La Bruyere.*

Yesterday's health returns show that there was one non-fatal case of spotted fever and one non-fatal case of diphtheria.

Motor-car, No. 264, knocked down a Chinese yesterday in Queen's Road East the man had to be removed to the hospital.

A Chinese was fined \$1,500 with the alternative of six months' gaol this morning for being found in possession of twenty taels of opium.

Yesterday a coolie, while engaged in loading and unloading a truck in the central market, fell down the steps and sustained severe injuries.

The Criminal Sessions commenced on July 18th and as the list is so far a small one it is thought that they will be concluded the same day. The Appeal Court has been fixed to sit on the 19th inst., the judges being His Honour Mr. H.E.J. Gompertz, the Acting Chief Justice, Mr. Justice Skinner-Turner, Judge of H.M. Supreme Court, Shanghai, and His Honour Mr. J.R. Wood, Puisne Judge. There is only one case to come before the Appeal Court, this being an appeal against the decision of Mr. Justice Gompertz in an action *Yeung-Kong-yung*, trading as *Wat Tsze v. The Young Shing Insurance Co., Ltd.* on July 29th, 1920, in which judgment was given for defendant.

ARCHITECTS' PROTEST.

A New Ordinance Criticised.

The forthcoming meeting at the Legislative Council will, it is thought, be marked by considerable discussion on the Bill introduced An Ordinance to amend further the Public Health and Buildings Ordinance, the second reading of which was postponed at the last meeting in consequence of representations by the architectural body of the Colony. One of the main features of the new bill is to provide for the resumption of the existing scavenging lanes by the Government as crown land, and to further enforce the rule that one third of a building site should be set aside for ventilation space, in addition to the scavenging lanes. The proposed measure has raised considerable opposition from builders and landlords, and a committee, which has been appointed by the Chinese Chamber of Commerce to investigate the merits of the Bill, will, in the course of a few days submit to that Chamber its recommendations. We learn that these will be to the effect that the Government should pay compensation to the landlords for the value of the land involved in the resumption of the scavenging lanes. The object of the Bill is to ensure the gradual widening up of the backlanes and reduce in some measure the dangers that arise from overcrowding.

Regarding the rents question, it is learned that the Committee appointed by the Chinese Chamber will recommend the Government to alter the date on which the "standardisation" of rents becomes effective from December 31st, 1920 to June 30th, 1921.

THAT DROWSY FEELING AFTER MEALS

so common at this time of year is due to sluggish liver. Just take a couple of Pinkettes, the dainty little liver regulators, to-night, and see how much brighter and better you'll feel to-morrow.

Pinkettes are laxative perfection. They dispel constipation, cure biliousness, sick headaches, liverishness, coated tongue, foul breath; act as gently as nature.

Of druggists everywhere, or post-free at 50 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

have lived over. It is because of this, apparently, that M. Painleve is anxious to do what he can to set the institution on its feet again. The news is awaited with great interest.

LATEST SINGAPORE NEWS.

The Rubber Situation.

(From Our Own Correspondent.)
Singapore, July 6.
The Straits Association has again decided not to call a public meeting on the rubber situation and has endorsed the Restriction Committee's new appeal to the Government.

Defence Force.

The Defence Force question was discussed in camera by the Legislative Council.

Government Allowances.

Mr. Nuts, in the Legislative Council, made a motion for the progressive reduction of allowances to Government servants ending with the final abolition of same at the end of the year. This found no second and was withdrawn. The Governor referred to the 25 per cent. reduction already made and argued that it was unsafe to assume that living costs would be sufficiently reduced by December 31 to justify total withdrawal. It was impossible yet to put the salaries on a permanent basis.

Currency Matters.

The Legislative Council voted \$438,765 out of the revenues of the Colony to make up the difference in the currency commission's accounts between the market value of securities and their purchase price. The Colonial Treasurer mentioned that this was only the second occasion that such a vote had been necessary during the 22 years that Government paper currency had been running; first in 1905 when \$747,000 were voted, but refunded in 1919.

HEAVY FINES.

Steamers Carrying Opium.

The Kwong Ming Steamship Company, the owners of the s.s. *Taiming*, were prosecuted this morning in Mr. Orme's Court for allowing the vessel to be used for the transportation of illicit opium.

Mr. N. L. Smith, Superintendent of Imports and Exports, prosecuted, while Mr. G. Hall Branton defended.

Mr. Branton said there was no alternative for him, under the section of the Ordinance, but to plead guilty. His Worship had seen the place where the opium was found. Apparently the room where the opium was found was open to the passengers and crew, in fact to anybody on board the ship. Although the owners could prove that they took every precaution to prevent the ship being used for the importation of opium it was impossible to prove that none of the crew participated. Unfortunately, two of the crew left and three had been discharged. Unless all the crew could be called he could not tell whether all the crew were implicated. The officers might be innocent. Under the Ordinance the owners of the ship were responsible. The place where the opium was found was under the care of the engineers. Mr. Branton asked his Worship to take into consideration that the ship had been trading ten years and this was the first charge of its kind against the Company.

Mr. Smith said that seven parcels of raw opium weighing 222 taels and 23 one-tael tins were found, the value of which was \$700.

The Magistrate fined the owners \$1,000.

The owners of the s.s. *Leung Kwong* (the Kwangtung Steamship Company) were also charged with a similar offence.

Mr. M. K. Lo, for the owners, said that one or two of the Chinese crew had disappeared, so he could not prove that none of the crew were implicated. He had no alternative but to plead guilty technically. The owners had taken every reasonable precaution to prevent smuggling. The master and the engineers were in Court to prove that every reasonable precaution was taken. If it was a matter of law he would plead guilty, and asked the Magistrate to impose a nominal penalty.

Mr. Smith said the opium was found in a spare coal bunker, which was empty. On top of this bunker there was a small board. The coal bunker came within the purview of the engineer. That would not be open to the public. Revenue Inspector Watt said it was a spare bunker. The opium was found by a Chinese revenue officer.

The Chief Engineer of the vessel said the place where the opium was found was not a coal bunker but a strum. There were many strums in a vessel. The larger the vessel the more the strums.

Mr. Lo enquired whether the strums could be locked.

The Chief Engineer said in case of bad weather it would be difficult to pump the ship if the strums were locked. It cost the owners a lot of money to take every precaution to prevent opium smuggling. It would also cost a large sum to put iron bars over the strums. It would endanger the ship in bad weather, and the vessel might sink. The bilge boards were not locked. He could not go to the bilge boards without going through the strums. He was satisfied that every reasonable precaution was taken.

Mr. Lo said his Worship should not be too meticulous about the precaution. He submitted that the ship had made out that the master and engineers did everything they could to prevent smuggling. Smuggling was always going on on board ships. The comrades were responsible for the crew. If anything happened they run away. The only way to stop smuggling would be to pay princely salaries to the crew.

Mr. Smith remarked that the smuggling was not done by casual stokers. Opium running was done by syndicates.

His Worship fined the owners \$1,000.

Mr. Lo asked for an expression of opinion that his clients had taken reasonable precautions with a view to approaching the Government to get the Ordinance amended.

The Magistrate remarked that where one or two members of the crew had left the ship it would be difficult for him to express an opinion. As it was it was only a part-heard case. It was therefore beyond his power to express an opinion.

BIG DIAMOND.

On View at Sincere's.

Described as the largest specimen of its kind that has ever come out East, the big diamond stone brought out by Mr. A. Onderwyser, representative of a well-known firm of diamond merchants, with branches at Antwerp, Amsterdam and New York, is now the object of considerable attention at the Sincere Stores where it is displayed.

Of the size of a small egg, and weighing 102.60 carats, it has a yellowish hue, and its brilliant colouring and lustre is well-spoken of by Mr. Onderwyser, who in relating how the diamond came into the possession of his firm, said that it was made over to his company on the Amsterdam bourse by a debtor who preferred this as the best means of ridding himself of his indebtedness. The comparatively cheap amount at which the diamond was secured has enabled the company to place it for disposal at a sum of \$60,000.

Mr. Onderwyser is confident of being able to dispose of the stone in China. He has been doing a profitable business in Hongkong with the wholesale jewellery merchants, and proposes to open a branch of the firm of Henri Mandelbaum and Company in this port for the China trade.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong from the Manila Observatory at 4 p.m. yesterday—

117 deg. Long E. 15 deg. Lat. N. moving West.

RACING EARL'S RECOVERY.

Earl of St. Germans is making good progress towards recovery from his serious accident in local races.

Between Ourselves

By Robt. MacWhirter.

A certain Mr. Robert Burns once said, "Oh! would some power the gift give to us, to see ourselves as others see us."

At times it is very illuminating to see ourselves through another's eyes albeit it might make us feel annoyed at times. I see Dr. Koch has again been "put out" by the Hongkong traducer, Mrs. Neville Rolfe. You woman seems to have had an unhappy time in our midst. Maybe she got an over-ripe oyster cocktail somewhere, which made her feel uncomfortable. Even a plain headache at times can discolour our impressions tremendously. But women folks are no' alone in this regard. I'm just as mad as Dr. Koch, though w' me, it's a matter of patriotism and no' professional pride that has been ruffled.

The other day I got sent me a copy of the *Saturday Evening Post*. Now I like that paper if for nothing else but to look through the advertisements. Aye, and I'm young enough yet, thank goodness, to plead a fondness for reading the pictures. Founded nearly 200 years ago by Benjamin Franklin in Philadelphia it may be backslidden from the original nature of its reading matter but by the Hocky Fly what it lacks in quality it certainly makes up for in weight and colour.

What I was intended to see didn't need much waiting for. That particular number devoted some eighteen columns or more to what is supposed to be an accurate description in relation to the drink question. Naturally I looked to see how it tallied w' my own experience. (No, no, I don't mean what you're thinking.)

The writer, a Mr. K. L. Roberts, after quoting statistics of drunkenness in Glasgow goes on to say:—"It should be understood that the number of persons convicted for offences involving drunkenness has no bearing at all on the number who are drunk." H'm, no! I would say no' and the same might well be applied even in the States where by the way as a result of the dry laws, they're starting to hire out the major portions of their prisons as hospitals for the "care and cure of dope fiends and the like. But listen to this bit, ye silly crazy offspring of a befuddled whisky-sodden race:—"It is my impression that one can sup up all the whisky one may be able to hold and roll

around in the streets and yell and cuss and finally be dragged home by friends, and the police will look on with a benignant and imperturbable eye so long as one doesn't attempt to murder a policeman or set fire to a house, or otherwise become rough."

In the interests of any misguided man from the Far East that might give Glasgow a look up on his next holiday, I hereby give him a friendly warning not to take this bull as anywhere near to gospel truth. Glasgow bobbies may be tolerant but it's never safe to presume too much. Want some more ye shameless progeny of a kilted poison punisher? Now sit up and take it like a man!

There were literally hundreds of drunks. They weren't men that were slightly under the influence of liquor; they were in that condition which is vulgarly known as stewed to the ears. . . . I saw two drunks, dragging between them a third drunker drunk, stagger crazily under the very nose of a lone policeman. He gazed at them broodingly, and as they staggered onward he wearily turned his eyes away in search of more interesting matters.

From scenes like these—That's a good touch about the eyes being turned wearily away. Maybe of course he was a blessed w' the gift o' seeing things like our American critic. There must be something in yon horned gim lamp after all. But the bit that makes me maddest most of all is the reference to fair Edna.

"The slums of Edinburgh, which produce by far the largest percentage of Scotch soups, are the equal of any slums in the world. The slum districts in many instances are composed of houses in the like of which Mary Queen of Scots complained about the Scotch climate while she was getting ready to be beheaded."

From scenes like these—ah? I like that touch about Mary. But then American history books are maybe to blame. I'd like to shroff the chapters in them following the Reformation for surety the Stuart lass spent eighteen years in English prisons and English climate before she was beheaded.

Between ourselves, I'm thinking Mr. Roberts' views on the drink question are just as accurate.

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REASONABLE CHARGES.
CAREFUL DRIVERS.
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SUMMER SALE

SALE STARTS 1st July.

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VALUES!

Don't Fail to Take Advantage

BARGAINS!

BARGAINS!

Will be the Slogan

in all Departments

FIRST COME,

FIRST SELECTION.

SALE FOR CASH ONLY.

general Chinese merchandise is going out and in all classes 150 passengers will travel. Return cargoes for vessels will be salted mostly, for which, there is a constant demand in the Hawaiian Islands.

The Hwah Ping, will call at Honolulu, Panama, Callao (Peru), Iquique and Valparaiso (Chile) on her first voyage in the run. The Chungwha Navigation Company Ltd., has opened an office at 18, Connaught Road, West, for the transaction of general business.

U.S.A. Business Men to Tour Far East.

A tour of the Far East with the object of promoting a closer commercial and social relationship has been planned by a delegation of San Francisco business men along the same lines as that which was undertaken recently by business men of Seattle, who came to Japan and China on the Shipping Board steamer Wenatchee, it was learned this morning.

According to information of the plans of the delegation, the party which will number about 200 persons including the wives and families of the commercial men, will leave San Francisco about September 3, probably in one of the new Shipping Board steamers making its first trip to the East. The entire first-cabin accommodation of such a steamer has been booked for the purpose, it is understood, although none of the local agents for American passenger lines running out of San Francisco could advise a representative of the Telegraph as to what vessel would bring the "commercial missionaries" across the Pacific.

The ports of call listed for visiting are:—Honolulu, Yokohama, Kobe, Shanghai, Manila, Hongkong, while it is probable that the following places will be included also:—Sourabaya, Singapore, Saigon, and Haiphong. Tientsin, Peking, Island of Luzon, Batavia and Java, also are mentioned as likely to be touched at by the delegates and their families. The tour will take 90 days to complete.

Australian Steamer Withdrawn.

Co-incidental with the announcement made by the newly organised Chungwha Navigation Co., Ltd., yesterday afternoon that the steamer Hwah Ping will be the pioneer vessel in its service to the West Coast of South America, it became known in shipping circles in Hongkong that the China-Australia Mail Steamship Co., Ltd., will withdraw the Hwah Ping from the Australian trade.

It was stated that the business being done at present between China and Australia is insufficient to make it profitable to keep a vessel of the size the Hwah Ping in the service. The charter of the ship from the Chinese Government had expired and considering the poor condition of the trade—both passenger and cargo—it was decided not to charter the steamer for a further period. Later, perhaps, another vessel will be placed in the run in conjunction with the Victoria, a much smaller ship, than the Hwah Ping.

The Hwah Ping will arrive at Hongkong on July 20 from Australian ports. She was formerly the Austrian Lloyd steamer Bohemia and was seized by the Chinese Government on the declaration of war. Her gross tonnage is 4284.

Golden State For U.S.A.

The Pacific Mail steamer Golden State will sail at 5 o'clock this afternoon for San Francisco, via Shanghai, Japan and Honolulu. Prominent among the large number of passengers are:—Mr. H. H. Deering, of the International Banking Corporation at Hongkong, who is returning to San Francisco on leave accompanied by Mrs. Deering; Mr. D. M. Biggar, manager of the Asia Banking Corporation at Hongkong and Mrs. Biggar, who are proceeding to Shanghai for a few months; Mrs. F. M. Y. Botelho, of Hongkong, who is destined for Shanghai; and Mrs. H. K. Chow, wife of the Chinese Vice-Consul at San Francisco. A party of American missionaries, also on board, are going back to their own country on leave. Mr. and Mrs. J. W. Creighton and family, and Mr. and Mrs. Ben Rowland, of the American Presbyterian Mission at Canton, and Rev. C. O. Funk and his family, also of Canton, comprise the party.

Alarming Report Denied.

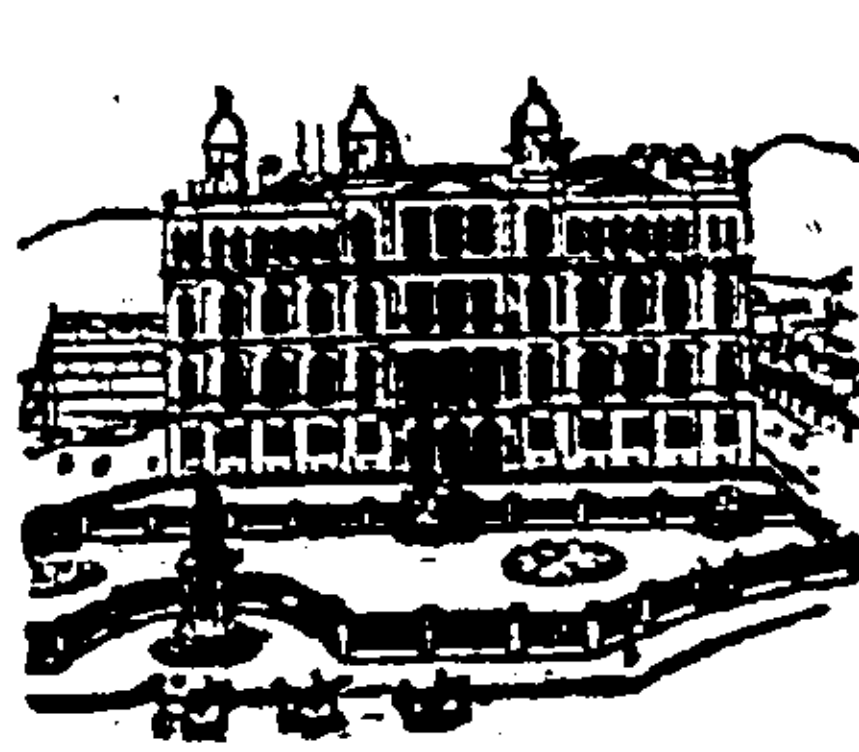
An alarming report (published in a Hongkong newspaper yesterday) that the Toyo Kisen Kaisha steamer Tenyo Maru arrived at Kobe on June 28 with 450 cases of infectious disease on board was styled as untrue by the ship's agents at Hongkong this morning. The facts of the matter are that one case of disease was

DAIRY FARM NEWS.

REDUCTION IN PRICE OF BUTTER.

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"DAIRYMAID" 1.35 per lb.
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ENGLISH MADE Packed in 7-lb. tins with handle, and 1-cwt. Drums.

Stocked in Hongkong.

French Grey	Signal Red	Light Green	Dark Blue	Dark Purple	Dark Green
Black	Black	Black	Black	Black	Black



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ALEXANDRA BUILDINGS, HONGKONG.

aboard the steamer when she reached Kobe from Hongkong and Shanghai, it is stated by the company. Information received here said that the nature of the disease had not been diagnosed and the Tenyo Maru was detained in quarantine at the Japanese port. No further news has been received in Hongkong regarding the detention of the Tenyo Maru.

Typhoon Weather.

At 11.50 o'clock this morning a typhoon warning was posted in the Harbour office giving the locality of the depression as 18 degrees north and 112 degrees east. The direction was said to be north-west and the intensity of the typhoon was then severe. In consequence of the warning the waterfront had rather a deserted appearance this morning, compared to the lively scene it usually presents. Nearly all the junks and sampans made for shelter in the breakwaters and extra precautions were taken on the large merchant vessels in the harbour. There was sparse traffic on the water, but the ferry services continued running. The departure of several small river and coastal steamers was postponed on account of the warning, however.

Empress of Japan.

The C.P.O.S. Ltd., announced this morning that the Empress of Japan is expected to reach Hongkong at 7 o'clock to-morrow morning, from Vancouver and wayports. The vessel will be moored to Buoy A 4, instead of at Kowloon Wharf as usual, the reason for this change being that the ship will go into drydock for cleaning shortly after arrival.

Glen Motorship Arrives.

The motorship Glenlue of the Glen Line, arrived at Hongkong at 9 o'clock this morning from London, via Singapore, bringing 2,846 tons of cargo for Eastern ports. Consignments for Hongkong total 1,289 tons of general commodities; for Shanghai, 1,218 tons; and 339 tons for Kobe. Messrs. Jardine Matheson & Co., Ltd., are agents for the vessel.

Death On Coaster.

The master of the China Navigation Company's steamer Chusan, which arrived at Hongkong this morning, from Bangkok and Swatow, reported that one of the Chinese deck passengers died on the voyage from natural causes. The Chusan has 1,800 tons of general cargo to land here. Her passenger list contained 29 names.

Appointments.

Capt. G. A. G. Morse, of the Luchow, has been transferred to the Taikoo Wan Yi, Capt. W. F. Richard has gone master of the Kwong Sang and Capt. G. S. Holmwood has gone master of the Hang Sang.

Dilwara Due.

The P. & O. Company's steamer Dilwara left Shanghai at 10 o'clock yesterday morning for Hongkong, the agents here advise. Accordingly she is expected to arrive at this port about 7 o'clock on Friday morning.

Busy Day for N.Y.K.

To-morrow will be a busy day for the Hongkong office of the Nippon Yusen Kaisha, there being no fewer than three large passenger vessels of the Company due at this port. Two of the steamers expected are in the European service and there will be both an inward and an outward vessel in port to-morrow morning.

The first arrival will be the Mishima Maru, from London, via ports, which is due to drop anchor in the harbour at 9 a.m. The Kaga Maru is coming from Japan and Shanghai and is expected to arrive sometime to-morrow. She will continue her passage to London at 11 a.m. on Thursday, it is announced.

At 10 a.m. to-morrow the Kashima Maru, in the North American run, will reach port. The steamer is from Seattle, via Japan and Manila. Mails are on board.

This afternoon the cargo steamer Taketoyo Maru arrived at Hongkong from Japan to load for her freight for New York. The vessel will proceed to her destination by way of Manila, Java and Suez.

LAST THREE DAYS

THURSDAY, FRIDAY, SATURDAY

— OF —

OUTFITTING SALE

STILL FURTHER REDUCTIONS TO CLEAR

SPECIAL FEATURE

A FEW LADIES' SPORTS COATS, PRINCESS UNDERSKIRTS.

THESE ARE TRAVELLER'S SAMPLES.

\$5.00, \$3.25 each.

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NEXT DOOR HONGKONG HOTEL.

Powell
TELEPHONE 3146

GENTLEMEN'S HIGH-CLASS OUTFITTERS

JUST RECEIVED

LIGHT AND HEAVY WEIGHT, ALL WOOL

GOLF HOSE

IN ALL THE SMARTEST COLOURINGS,

IN LOVAT, FAWN, LIGHT-GRAY, BROWN,

ETC., ETC.

\$3.50 to \$12.50.

FANCY TURNOVER TOPS, SILK DESIGN,

SUPERIOR QUALITY.

GINS.

Caldbeck's Old Tom and Dry

Jas. Coult's & Co., Old Tom and Dry

Boord & Son Old Tom and Dry

Booth's No. 1 Old Tom

Plymouth (Coates & Co.)

Bols Dry Gin (London Style)

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15, Queen's Road Central.

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WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

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MACARONI, VERMICELLI, PASTE

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RING UP—2330.

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JAMES STEER.

9, 10E HOUSE STREET.

WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL

INSTRUMENTS REPAIRED UNDER MY

PERSONAL SUPERVISION.

TEL. 2877

TEL. 2877.

ON THE WATERFRONT.

New Chinese Line to South America.

Announcement of a new passenger and cargo service to South American West Coast ports was made yesterday by Mr. O. Young, representing large Chinese interests in South America and China. The first sailing will be the Chinese steamer Hwah Ping from Hongkong on July 25.

Interviewed by a representative of the Telegraph, Mr. Young said that his company is a co-operative one in so far as that most of its stockholders are Chinese business men in Chile, Peru, Panama, Mexico, Honolulu, Shanghai and Hongkong. Most of the passengers and the cargo carried will be connected with the line's interests, which, will assure, he said,

sufficient business being done to warrant regular sailings. The Company, known as the Chungwha Navigation Company, Ltd., is registered at Lima, Peru, with a nominal capital of 4,000,000 Pesos, according to Mr. Young. It is the intention of the Company in beginning its service, to send the Hwah Ping, a steamer chartered from the Chinese Government, out on one or two voyages, at the end of which time it is hoped that vessels suitable for the trade will have been purchased, or chartered. A good passenger and freight service to the South American republics, via Honolulu and Panama, will be maintained and no arrangements are being made to cater for coolie traffic particularly, he said. So far the freight and passenger bookings for the pioneer voyage are satisfactory to the Company. About 1,000 tons of

Hats That Match



This lovely Gray Hat trimmed with feathers has a French room brim

MILLINERY MODES.

It is curious that as summer approaches, with its height of colour in gardens, the flowers on hats begin to disappear and the mid-season hats are much quieter in tone than the early models. Shapes, however, are even more dashing and daring and what the new hats lost in gaiety of hue they make up in emphatic style. Brims have an eccentric slope or upward roll and trimmings slant or droop in unexpected ways. The downward trend in trimming is marked. There are feathers that trail to the shoulder; or if not feathers, then bunches of grapes or streamers of one sort or another. Two of the hats pictured are examples of this. One is a piquant little turban with a big grape cluster weighting down the right side of the brim and the other is a roll brim shape with trailing feathers. The turban is made of tagal straw and is exceedingly supple and light on the head and the grape cluster is in rich shades of purple. The little hat is very smart with a flock of black canton crepe embroidered with small and large beads in amethyst tone. The other hat has a wreath and trailing feather of new clipped ostrich that is airy as breath, and that gives the small black hat an effect of airy lightness.

One of the season's smart black hats is pictured, a model of black tulle and jet. Obviously this hat is for dress-up occasions—and for fair weather. A damp sea breeze or a summer shower would make a sad wreck of its airy expensiveness. Yards of black tulle seem to float over the crown which is a mere cap of tulle resting on the hair, and the brim is supported by invisible wires, the tulle wearer has to peer through the filmy fabric—a rather fascinating effect if the eyes are bright and sparkling ones. A band of jet trimming joins crown and brim and a narrow black crepe ribbon edges the brim.

Directoire styles are strongly emphasized in millinery of the moment. A typical poke of the season is pictured, with low crown and a brim narrow and flat against the hair at the back, but with a decided flare and widening toward the front. This hat is of white rough straw veiled with orange tulle and a cluster of black berries is tucked against the brim. The streamers are of black ribbon.

Though gray hats dominate spring millinery the only really charming ones—models that will be remembered for their prettiness after the season is past and gone—are the feathered gray hats. Nothing is lovelier in millinery than a gray feather hat; there is something about gray feathers that is alluring.

A gray feather hat is pictured, one of the millinery gems of the season because of its grace and its distinction. It is not a large hat—just large enough to frame the face becomingly and make a foundation for the rich uncurled ostrich that covers it. The hat is of gray straw and the feathers match the shade precisely.

Some of the gray tulle hats are beautiful too, but the gray tulle hats and the gray straw models trimmed with stiff wings or ribbon loops are hard and ugly. Gray is a colour that demands soft lines for its best expression and in any rigid effect it becomes severe and trying.

More and more black and white models are appearing every week and these black and white hats promise to be the hat craze of mid-summer. White trimmed with black is smarter than the other way around but the combination of white with black offers wide variety of opportunity for millinery designers. There are dress hats of white tulle veiled with black chantilly, and of black chantilly used in alternation with pleated ruffles of white tulle. There are black net turbans with dashing white feathers and there are wide-brimmed white straw shapes with smart bows of black velvet ribbon. A good example of the black and white hat is pictured. The brim is of white straw and has a most graceful roll all around. The tam crown is of black velvet on which narrow rows of white straw have been sewed, starting from the center of the top. The velvet and straw crown is dragged over toward one side and held under a flat ornament of white straw centered by a black jet bead. A Spanish type of hat is made of black chantilly lace and jet; the whole crown covered with brilliant jet paillettes. A veil of the lace drops just over the wide brim and is edged with tiny cut jet beads. Two large ornaments of jet hang from the brim, weighting it down—one might say at the southeast and northwest, that is, not quite directly front and back or at either side. Another Spanish hat is covered over the crown and upper brim with brilliant green sequins. The brim is lined with black satin and the only ornament on the hat is a long-headed pin of emerald coloured glass.

With the summery gowns that now bedeck the shop windows are exhibited entrancing fabric hats—"lingerie" hats we called them ten years ago, but fabric hats is now the proper term. Some of these alluring models are of lace for example a widebrimmed affair



Fast-nating Duke in Purple Straw Hat veiled with Tulle Model of Celine with Purple Ribbon Band. The Gimpes in Purple Tones



The Crown of this Hat is Covered Over with Black Tulle

of white shadow lace with narrow ribbon band and streamers of blue velvet ribbon; simple as it can be but so charming! Eyelet embroidery has come back into fashion again and some of the fabric hats are of white eyelet embroidery and one model has even been noted with the tailored black velvet ribbon bow, which some of you will remember trimmed eyelet embroidery chapeaux a dozen years ago. For debutantes and bridesmaids are adorable hats of organdie and dotted swiss with low crowns, wide mushroom brims and a big bow of the material set across the front.

THE COMPLEXION.

Have you a yellow or muddied skin or dark rings beneath your eyes? If so, you have let your liver fall into lazy ways. A good way to get into proper working order again is to hold the hands four or five inches from the body below the right but, slap the body vigorously with the hands. One hand should succeed the other as rapidly as the beat of a drum. Practise this for five minutes night and morning.

Another excellent exercise is taken with the feet about eighteen inches apart and the arms extended. Keep the arms stiff, bend the right knee and the waist, and then, with a swinging movement, come as close as possible to touching the floor at the right side with the finger tips of the right hand. Now swing to the left bending left knee and try to touch the floor with the left finger-tips. Keep the other knee stiff.

You will not be likely to succeed in this floor touching for some time, but each day the floor will seem nearer, and in the

meantime the effort will be stirring your liver to action and bringing back the glow of health to your eyes and cheeks.

You can help preserve that curving line of upper lid and keep the skin from sagging puffily down over it, by daily massage of the eyes. Draw a fingertip lightly but firmly from the nose outward over the eyeball whenever you think of it—or twenty times night and morning; and feed the tissues of the eyelids occasionally with a good massage cream. Vaseline regularly applied to the lashes will make them grow thicker and darker.

And when you powder your face don't forget to apply a little of powder to your eyelids. Look down while you do it. Many women put on face powder, looking up at the mirror—and quite forgetting the eyelids which have a startling difference of tint when dropped, later, in conversation.

To rest the eyes while reading or doing fine work, the lids should be closed frequently, or the gaze fixed on an object in the distance. Veils with large patterns or dots over the eyes should not be worn, as this strains the eyes.

After a dusty day, it is advisable to bathe the eyes in a solution of water and boracic acid.

DOMESTIC HARMONY.

The first axiom in managing a husband is Feed him. The second is, Wait until he is fed, and has smoked his first cigar.

Don't meet a tired, hungry, nerve-wrecked man at the front door of an evening with a budget of bad news about the coolie or the amah. The poor fellow has already had about all of the disagreeable things to bear that

he can stand during the day, and to dump even one single additional worry on him is often the straw that breaks the camel's back.

An hour later, when he is rested and soothed and comforted and the world looks better to him, he will be amenable to reason, happy to please you, and you may push your affairs with success, as the soothsayers put it. But in managing a husband never forget the importance of waiting and watching for the psychological moment in which to tackle him.

The third important point in managing a husband is to learn to drive with a loose rein.

Most wives make the mistake of thinking that when a man enters the holy state of matrimony he is committed to a penal institution that forever shuts him out from any more personal liberty. Also that they are their husband's lawfully constituted jailors.

That is why there are so many wandering husbands.

Any man with a spark of spirit in him would rebel at having to punch a time clock and produce an alibi for every hour of his day and night.

The fourth point in managing a husband is to learn to play his game instead of expecting him to always play yours. Don't fill the house up with your friends and your family, and exclude him. Don't be a wet blanket who is forever saying, "We can't afford this" and "we can't afford that" when hubby suggests some little treat. Don't let him go gadding alone because you think you can't leave the baby.

Just remember that a man is bound to have amusement and companionship, and somebody to laugh with and have a good time with, and if you won't qualify for the job there are plenty of others who will.

who will.



Summer Hat with a Velvet Crown Striped with Silver



All-Black Hat with the New Clipped Ostrich Trimming

FASHION NOTES.

Much silver lace and tissue is used for trimming purposes.

All white gowns are considered smarter than all black ones.

The simple frock is in increasing demand, and the sash plays an important role this season.

Both the fish-tail and sash and trains are fashionable.

Bright red crepe satin studded with jet makes a smart girdle for an all-black frock.

Embroidery is not confined to dress trimming only, for many of the new coats and cloaks are adorned with stitchery.

With the new grey materials watercross green embroidery is lovely.

Smart women have realised at last what their French sisters knew years ago, that a hat, to be really smart, must be in perfect keeping with its frock, or else

just exactly the right contrast. Never wear a coloured hat with a coloured frock, unless they are both of an identical shade, for even if you flatter yourself you have chosen two colours that "go" admirably together, you will find that unless your shoes, gloves, stockings, and handbag all match either hat or frock perfectly, there is a patchy effect. But if you have, for example, a mid-night-blue crepe de Chine frock, of the stuff left over, you can use it on a hat in many ways to complete the effect. A plain black straw shape might be underlined with blue, and a twist of blue crepe de Chine and silver ribbon might encircle the crown. Or a black satin shape might have strange blue flowers cut out and oversewn on. Clusters of coloured fruit, with the shade of the dress predominating, also make a good effect.

There have been several attempts to popularise coloured handkerchiefs, and the latest venture seems fairly successful. Coloured handkerchiefs that match the dress scheme are very high in favour with both men and women. Sometimes the colour note is expressed by a bold border round a white linen handkerchief, while coloured linen handkerchiefs finely embroidered in white are also much used. For afternoon and evening use with women, crepe de Chine and nylon coloured handkerchiefs are very popular.

One of the prettiest of all the pretty features that fashion has revived this year is the sash. On pale voiles and white muslins and organdies, the silken sash in flower-like hues—rose, lavender, or corn-flower, maize and poppy-red—makes a pleasing note of colour. Black ribbon or velvet in a rather narrow width is also very fashionable, and makes a very neat finish to a light frock.

Patent leather may go anywhere this season—it is to be found on hats, shoes, at the edge of collar and cuff sets and strips of it form tassels on some of the new handbags.

One of the most convenient accessories of any woman's wardrobe is the satin frock. Such a dress may be worn at the morning at the formal luncheon, the afternoon reception, and the theatre.

A TRANSPARENT HAT.



This is another of those transparent hats. This horse-hair chapeau has an ostrich plume on either side of the back and is faced with mulline.

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

PACIFIC STEAMER	FROM HONGKONG	DATE	STEAMER	FROM CANADA	DATE	STEAMER	FROM LIVERPOOL	DATE
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19			
E. Asia	July 21	Aug. 8	E. France	Aug. 15	Aug. 19			
E. Russia	Aug. 18	Sept. 5	E. Britain	Sept. 10	Sept. 16			
Montevideo	Aug. 23	Sept. 10	Midts	Sept. 23	Oct. 7			
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 23			
E. Japan	Sept. 20	Oct. 7	E. Britain	Nov. 11	Nov. 20			
E. Russia	Oct. 13	Oct. 31	E. Britain	Nov. 26	Dec. 4			
Montevideo	Oct. 26	Nov. 19						

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Harve.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.

Standard Sleeping cars, Compartment's & Dining rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong	Steamers	Tons	Leave Hongkong
SHINYO M.	22,000	July 16	SIBERIA M.	30,000	Aug. 27
PERSIA M.	9,000	July 20	TENTO M.	22,000	Sept. 9
TAIYO M.	22,000	Aug. 12	KOREA M.	20,000	Sept. 30

* Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MILLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

CHOYO MARU July 19th. Cargo only.

GINYO MARU Aug. 15th.

For full information regarding passage, freight and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC

GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" 15th July.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" 15th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

Also, cargo accepted for Transhipment at San Francisco

and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE - 11 door Powell's Building, 14, Des Voeux St. Tel. 3114.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS.

SAILING DATE

"ROBERT DOLLAR" ... VIA SUEZ ... JULY 10TH.

"ESTHER DOLLAR" AUG. 15TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

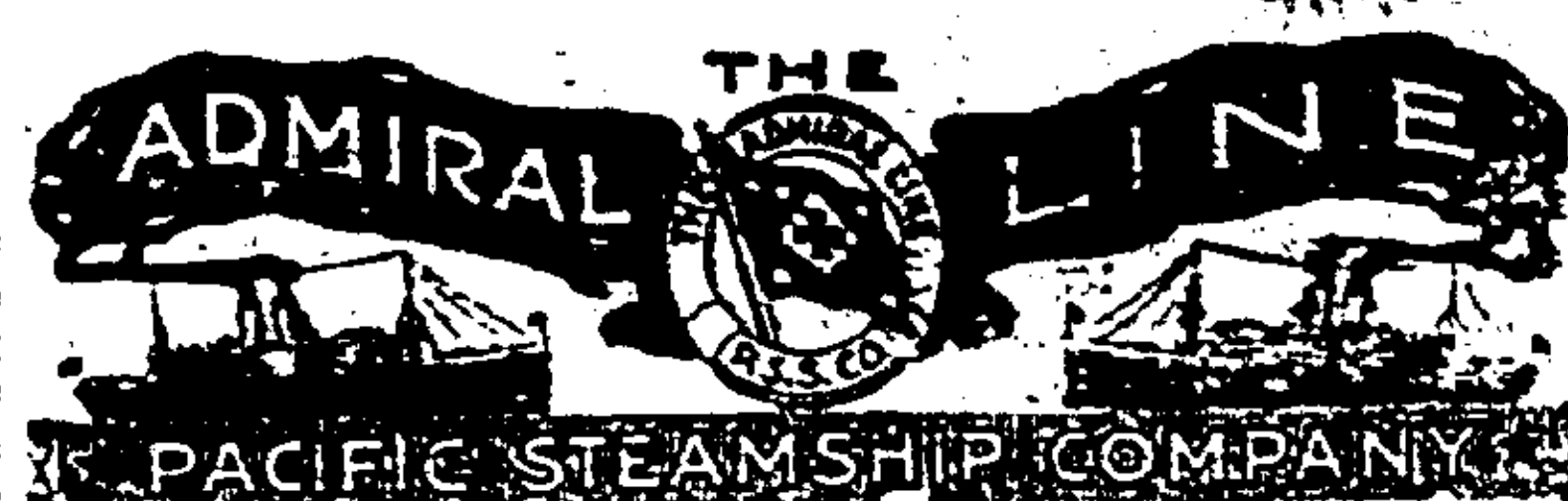
For Particulars and Rates apply to:-

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

Tel. 792.

THIRD FLOOR



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	Wheatland Montana	From Hongkong	Arrive Seattle
..	Silver State	July 20.	Aug. 13.
..	Crosskeys	Aug. 13.	Sept. 2.
..	Keystone State	Sept. 2.	Sept. 22.
..	Wenatchee	Oct. 2.	Oct. 22.

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coarct	July 22.
S.S. Montague	August 7.

Through Bills of Lading issued to Overland common points

Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansion &

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

"CADARETTA" Sailing July 14.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

"LAKE ONAWA" Sailing Aug. 3.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.

Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER July 15th.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore, Belawan-Deli direct.

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:-

JAVA-CHINA-JAPAN LYN

Agents.

Telephone No. 1574.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Hillman & Fiskell S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"CITY OF NORWICH" ... via Suez Canal ... 9th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON

KIRIN-HUINING LOAN.

Latest Rumours.

In spite of official denials to the contrary, the Anshu persists in believing that the formal loan contract for the Kirin-Huining railway will shortly be concluded between the representatives of both parties, between whom formal negotiations are said to be actually in progress. It is alleged that the Chinese Government desires to have a fresh loan of ¥25,000,000, of which ¥10,000,000 will be employed for construction purposes. The total cost of construction for the whole line will reach some ¥100,000,000, and as it will be impossible for the Bank of Korea, the Bank of Formosa and the Japan Industrial Bank, which are the three banks now interested in the loan, alone to put up the required amount, the co-operation of other banks will be sought in the event of the formal loan contract being concluded.

COMMERICAL NEWS.

SHANGHAI SHARE MAKERS.

Messrs. A. I. Anderson & Co., Shanghai, in their circular of 25th June, state: Now that arrangements apparently have been completed for the June Clearance, prices more especially in the Cotton market, show a tendency to slight improvement, but the feature of the week's business was the stir in Docks as mentioned hereunder. Rubbers have ceased to be a factor in the market. Debentures.—We have nothing to add to the remarks made last week under this heading, save that if the fall in the London bank rate be followed, as is to be expected, here, a further improvement in prices will take place. Hongkong & Shanghai Bank.—The London quotation of 88½ ex right is roughly 2 per cent. below the local buying rate of \$800 cum dividend while locally the "right" are selling at prices varying between \$150 and \$165 according to the vagaries of sterling exchange. Shanghai Dock & Engineering Co.—Upon the announcement that this company had disposed of their New Dock property, one which has long ceased to contribute to the dividend more than a semi-annual crop of hay, for conversion to wharves, shares rose smartly from Tls. 145 to Tls. 160, subsequently closing at Tls. 157. The sale price has not been made public, but is probably in the neighbourhood of 6 3/4 lakhs of Taels, while the number of shares issued is 53,200. Miscellaneous. Culty came to business at 11 1/2; and Trans. bearer at 83. Gas could be placed at 24 1/2 and Mercuria at 15. Telephones came to business with further buyers Tls. 95 and Waterworks sold at 125 with enquiries.

LORD CARSON OF DUNCAIRN.

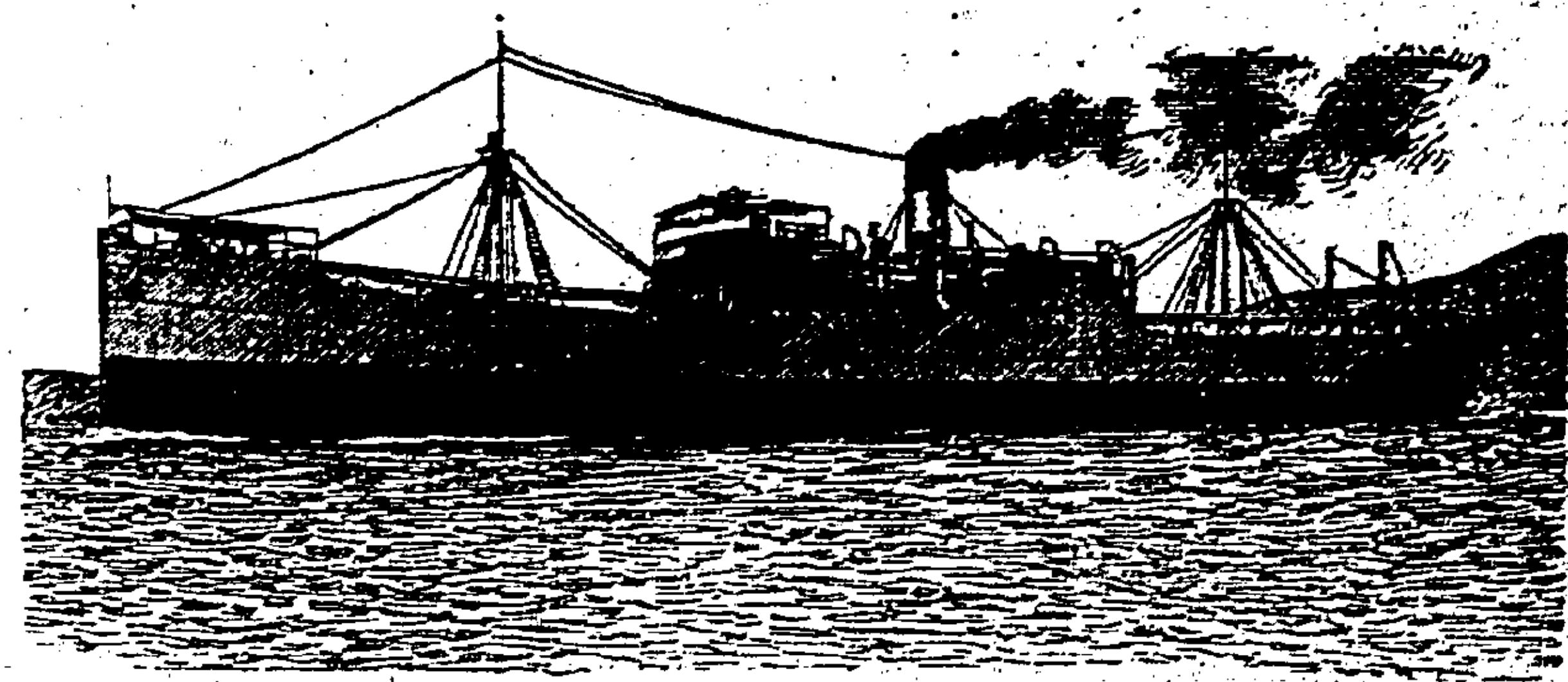
Sir Edward Carson will take the title of Lord Carson of Duncarn, his Belfast constituency.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers. Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S., M.I.N.A., KOWLOON DOCK HONGKONG



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE

July 22nd Sept. 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. Y. SURIDGE, FREIGHT & PASSENGER AGENTS

PRINCE'S BUILDING, JOE HOOVER STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 STRAITS & BURMA, OCEAN INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
 INCLUDING NEW ZEALAND & QUEENSLAND PORTS.
 RED SEA, SOFET, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'way.
SYRIA	7,000	27th July	M'les, London & Antwerp.
KALYAN	9,000	6th Aug.	M'les, London & Antwerp.
MANELA	7,200	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	14th July	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
G. APCAR	4,700	9 July 6 a.m.	Amoy, Shanghai & Kobe.
KALYAN	9,000	12 July noon	Shanghai, Moji & Kobe.
MANELA	7,200	21st July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Messengers not more than 50 lbs. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 Agents.
 22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.	
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.	
KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.	
SUWA MARU Friday, 29th July, at 11 a.m.	
FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.	
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.	
KAGA MARU Friday, 8th July, at 11 a.m.	
YOHAMA MARU Saturday, 31st July, at 11 a.m.	
HAMBURG, MARSEILLES, LONDON & ROTTERDAM.	
LIVERPOOL & MARSEILLES via Suez.	
ISUYAMA MARU Friday, 8th July.	
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.	
NIKKO MARU Tuesday, 19th July, at 11 a.m.	
AKI MARU Tuesday, 16th Aug., at 11 a.m.	
NEW YORK VIA SUEZ.	
TAKETOYO MARU Friday, 8th July.	
SOUTH AMERICAN PORTS via Cape.	
KANAGAWA MARU Friday, 16th September.	
BOMBAY & COLOMBO via Singapore.	
TOKYO MARU Sunday, 10th July.	
WAKASA MARU Monday, 25th July.	
CALCUTTA & RANGOON via Singapore & Penang.	
MURORAN MARU Wednesday, 13th July.	
JAPAN PORTS—Nagasaki, Kobe & Yokohama.	
AKI MARU Saturday, 16th July, at 11 a.m.	
SHANGHAI, KOBE & YOKOHAMA.	
MISHIMA MARU Friday, 8th July, at 11 a.m.	
TAMBA MARU Tuesday, 12th July.	
YOKOHAMA MARU (Kobe direct) Wednesday, 13th July.	

For further information apply to—
NIPPON YUSEN KAISHA.
 Telephone Nos. 292 & 293. A. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Shanghai	14th July	18th July	Java
Tjibeet	Java	16th July	20th July	Japan
Tjiuwong	Java	13th July		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.
 NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	26th July	2nd Aug.	San Francisco.
Tjisondari	Java	End of June		San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
 York Buildings.
 Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LLOYD TRIESTINO.

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.
 For BRINDISI, VENICE & TRIESTE.
 Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.
 Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMRUZI" Sailing about 30th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
 SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	14th July at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTER-
 DAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLENSHANE"	14th July.
M.V. "GLENAMORY"	21st July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	20th July.	GENOA, LONDON & HAMBURG
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & H'BURG
"GLENAMORY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM
"GLENADE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.
AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

el. 337.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Loongwang	Fri. 8th July at 3 p.m.
SHANGHAI via Swatow	Choyang	Sun. 10th July at d'light
SHANGHAI & Kobe	Kumang	Sun. 10th July at 10 a.m.
SHANGHAI	Hopsang	Mon. 11th July at noon
HAIPHONG via Hoibow	Loksang	Tues. 12th July at 8 a.m.
BANGKOK via Swatow	Loosang	Tues. 12th July at 10 a.m.
SANDAKAN	Hiasang	Tues. 12th July at noon
STRAITS & Calcutta	Namsang	Tues. 12th July at 5 p.m.
SHAI & T'iao via S'ow	Waisang	Wed. 13th July at noon

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
 SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kufat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers	To Sail
AMOY, M'LA, CEBU & HILOLAN	9th July at 3 p.m.
SHANGHAI	9th July at 2 p.m.
SHANGHAI & TSINGTAO	10th July at d'light
SWATOW & BANGKOK	12th July at 10 a.m.
SHANGHAI & PUKOW	12th July at noon
W'WEI, CHEFOO & T'ISIN Kueichow	12th July at noon
SWATOW & SINGAPORE	13th July at 10 a.m.
SHANGHAI	14th July at noon
SHANGHAI & TSINGTAO Suifuang	16th July at 4 p.m.
SHANGHAI & PUKOW	19th July at noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong July 8, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
 (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haihong...	W. C. Patmore	FRI. 8th July at 1 p.m.
Haihing...	A. H. Stewart	TUES. 12th July at 1 p.m.
Hailong...	W. Couper	FRI. 15th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" Sailing on or about 28th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.
 For further particulars please apply to—

K. SUZUKI.

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

PROPOSED ANGLO-SWEDISH FERRY.

An Anglo-Swedish steam ferry service is not possible at present, according to the Swedish Minister of Communications, who hopes that existing service will be improved by private enterprise.

PANAMA TOLLS.

The U. S. Senate Commerce Committee has decided to report favourably on the Bill exempting American coast-wise shipping from paying Panama Canal tolls. While the Harding Administration and the Republicans in Congress have pledged the idea of exempting American ships from paying the Panama Canal tolls, there is tremendous opposition, especially on the part of the railways, which fear that the result will be to diminish Trans-Continental railway business. Then there is also the Hay-Panama-Torres Treaty, regarding which the New York Times declares that Great Britain's consent must be secured before steps can be honourably taken to give American ships privileges in the Panama Canal.

TOWN & MAY NOW BE BOUGHT BACK.

Lord Inchcape, Chairman of the P. & O. and British India Steam Navigation Co., in a letter to the Times says that nine of the German ships advertised as for sale to British nationals only and which are still in German hands repatriating refugees in the Baltic on behalf of the League of Nations, have been sold to German buyers. The sale was made with the concurrence of the Reparations Commission and at an uncommonly good price, which it was impossible to obtain from British buyers. It has been decided that after June 30th the market will be thrown open to the world for ships left unsold to British buyers. Lord Inchcape declares that the liquid resources of British shipowners are getting exhausted owing to taxation, high wages, strikes and the like.

A MARINE TRANSPORTATION ASSEMBLY.

With reference to the establishment of a Kobe Marine Transportation Assembly, it appears that the Kobe Marine Transportation Guild does not favour it. During last April, frequent conferences were held by the guild, Messrs. Nishikawa, Kawase, Tanaka, Mikami, and Ishida being elected committee-men for investigation of the matter. This committee has made the most careful inquiries and produced a demand consisting of three items before Mr. Kawamura, Chief of the Mitsui Shipping Department, and other principal shipowners and underwriters, who are supporters of the establishment of the Assembly. The demand tendered claims that the members and brokers of the Assembly be members of the Guild, the face value of the shares of the Assembly to be issued be decreased to Y25 or to Y20, and business transactions between shipowners and consignors be through the medium of the brokers.

HYPOTHECATING JAPANESE TONNAGE.

The tender by the newly-established Japanese shipping companies to absolve themselves of their present difficulties by some means or other is now in evidence. The Toyo Shosen Kaisha has delivered the Urusan-maru to Mr. Hashitani in payment of part of its liabilities to the latter. The Tai-o Kisen Kaisha is reported to have made over four ships out of a total of five in its possession to a certain bank, to which it is indebted. According to the Mainichi, however, the Kobe Shosen Kaisha has in view the purchase of extraordinarily low-priced ships and the restoration of its position. It has already purchased from the Nippon Yusen Kaisha the Etorofu-maru (6,280 tons), Tientsin-maru (5,880 tons), and Miike-maru (4,370 tons) on immediate delivery. If to these ships the Kiku-maru (5,100 tons) and Kiku-maru (9,100 tons) of its own are added, it will have a total tonnage of 37,500 tons. Much attention is now directed towards the price at which the N.Y.K. has made over these ships. One of the rumours in circulation gives a sum of Y600,000 or so as the selling price of the three.

MEMORIAL TO "HIGHLAND MARY."

At a site on the banks of the Ayr, near where Burns parted from her for the last time, the foundation stone of a memorial stone to "Highland Mary" was laid recently.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND)
Straits & Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, and Suez, Egypt, Europe, etc.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'way.
SYRIA	1,800	27th July	M'la, London & Antwerp.
KALYAN	5,600	6th Aug.	M'la, London & Antwerp.
MANILA	7,200	19th Aug.	M'la, London & Antwerp.
KASHMIR	3,000	2nd Sept.	M'la, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	14th July	Calcutta via Suez port, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ANOWNA	7,000	25th July	Malacca via Sandakan, Thursday Island, Townsville, Brisbane, and Sydney.
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SAILINGS TO SHANGHAI & JAPAN.

APCAR	4,700	7th July	Shanghai & Kobe.
SYRIA	9,000	11th July	Shanghai & Japan.
MANILA	7,200	31st July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.Passenger Messengers not more than 24 ft. X 1 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA & VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overseas Ports U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU Friday, 9th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU Friday, 8th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOYO MARU Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

TOTOMI MARU Sunday, 10th July.

WAKASA MARU Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 8th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

YOKOHAMA MARU (Kobe direct) Wednesday, 13th July.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YAMADA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	China Ports	in port	8th July	Belawan-Deli/Java
Tjisalak	S'hai/Japan	15th July	19th July	Java
Tjibodas	Java	15th July	21st July	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	End of June		San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.Regular Sailings to
NEW YORK and/or BOSTON.**S.S. "BOLTON CASTLE"**Sailing on or about 2nd August.
(Via Suez Canal) at Owner's Option.**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.Regular Passenger and Cargo Service to
From Colombo for South African Ports.

S.S. "UMKUZU" Sailing about 31st July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	14th July at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
Telephone No. 36. Agents.**"ELLERMAN" LINE.**

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS**TO UNITED KINGDOM & CONTINENT.**

LONDON, GLASGOW, ROTTERDAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENLUCE"	6th July.
S.S. "GLENSHANE"	12th July.
M.V. "GLENAMOY"	21st July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENAMOY"	20th July.	GENOA, LONDON & HAMBURG
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & H'BURG
"GLENAMOY"	31st Aug.	GLASGOW, LONDON & ROTTERDAM
"GLENAMOY"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Telephone 8317. 113, Orange Street Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

Destination	Steamer	Sailing
SHANGHAI & Kobe	Kamsang	Thurs. 7th July at 4 light
MANILA	Loongang	Fri. 8th July at 3 p.m.
SWAI & Tian via S'ow	Choyang	Sun. 10th July at 4 light
SHANGHAI	Hogang	Sun. 10th July at 4 light
HAIPHONG via Haibow	Loosang	Tues. 12th July at 8 a.m.
BANGKOK via Swatow	Loosang	Tues. 12th July at 10 a.m.
SANDAKAN	Hogang	Tues. 12th July at noon
STRAITS & Calcutta	Namsang	Tues. 12th July at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. **SHANGHAI LINE.**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Haibow when inducement offers.**BORNEO LINE.**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.**CALCUTTA LINE.**

S.S. "NAMSANG" will be despatched on or about Tuesday, 12th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SWATOW & SINGAPORE	Changchow	7th July at 10 a.m.
AMOI & SHANGHAI	Soochow	7th July at noon
AMOI, M'LA, CEBU & TILO Lian	Liian	7th July at 4 p.m.
SHANGHAI & TSINGTAO	Yingchow	9th July at 4 p.m.
WWEI, CHEFOO & TTSIN	Kueichow	11th July at 4 p.m.
SWATOW & BANGKOK	Chusan	12th July at 10 a.m.
SHANGHAI & PUKOW	Shantung	12th July at noon
SHANGHAI	Sunling	14th July at noon
SHANGHAI & TSINGTAO	Suiyang	16th July at 4 p.m.
SHANGHAI & PUKOW	Sinkiang	19th July at noon

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.**BANGKOK LINE.**—Weekly service to and from Bangkok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36. Hongkong July 6, 1921.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	W. C. Parnmore	FRI. 8th July at 1 p.m.
Haiching	A. H. Stewart	TUES. 12th July at 1 p.m.
Haiching	W. Cooper	FRI. 13th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.
S.S. "Macassar Maru" Sailing on or about 29th July.**FOR JAPAN.**Ports of call—Mojji, Kobe, Osaka and Yokohama.
S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph. For further particulars please apply to—

K. SUZUKI,

No. 5, Queen's Road Central.

Manager.

SHIPPING NEWS.

CHARGE AGAINST OILER.

The stay in the port of Manila of the s.s. "Crosby" of the U.S. new "K" class, is prolonged indefinitely. An oiler has been charged with putting empty drums in the bearings.

MESSAGERIES MARITIMES EXTENSION.

A report from the European side says that the new French shipping law provides for much larger subsidies to the Messageries Maritimes. It is reported that the Company intends to put on a fortnightly service to the Far East, and a monthly service to Haiphong. This is expected to create keen competition.

SHIPOWNERS AND CARGO.It is noticeable, says the *Asahi*, that the movement for the revision of the items on bills of lading absolving shipowners of their responsibility has grown in influence and intensity in England and Japan. In Japan, the same concern is such that an unfavorable to shipowners, and Article 591 of the Maritime Law is condemned as being lukewarm. In Kobe, a Society for Investigating the Items of Bills of Lading has been established, and the matter is under serious consideration by shipping companies.**SHIPPING MOVEMENT.**

The Kawasaki Steamship Company is said to be putting two or three more ships on the line to Europe. The Kokusai Kisen Kaisha recently put on the Sydney-mar, and now a demand for two or three large ships has arisen. This is thought to justify the movement of cargoes becoming more active. The subsidized companies, however, it is said, feel unwilling to run ships, fearing that they will obtain only a little cargo on their return voyage to Japan. The above-mentioned ships, after arriving in Europe, will serve the Atlantic trade.

NEW JAPANESE SHIPS LAUNCHED.

Launchings of ships of over 1,000 tons during May stood five in number, aggregating 25,850 tons gross, according to investigations completed by the Communications Department. The following are the particulars: Baikal-mar, (5,100 tons) Kobe Mitsubishi, for O.S.K.; Kiyomaru, (4,450 tons), Asano Shipbuilding, for T.K.K.; Manyo-mar, (3,800 tons), Nitta Dock, for stock; Koshu-mar, (2,000 tons), Osaka Iron works for Mr. Harada Rokuro; Norfolk-mar, (2,000 tons), Kawasaki Shipbuilding, for stock.

UCHIDA SHIPYARD.

The Yokohama Uchida Shipbuilding Yard with a capital of ¥3,000,000 will be dissolved this month, says a Kobe report, after completing the two or three small warships. The whole business of the dockyard, with liabilities for ¥1,400,000 to ¥1,500,000, will be made over to the Osaka Ironworks. The contract of transfer has already been signed. The dockyard purchased will be named the Yokohama Ironworks and will do no business for the present, dismissing about 1,000 workers out of a total of 1,300 now in its employment to start with.

GREAT CLYDE SHIPYARD BOUGHT.

On behalf of Sperling and Co., Sir Edward Mackay Edgar has brought all the Ordinary share capital of the Blythwood Shipbuilding Co., Ltd., which has its yard and workshops on the Clyde. Sir Edward explained to a Press representative that the deal had been sanctioned by the present holders, but he declined to mention a price at which he had bought. "I don't think that would be fair," he explained. "But there was a good deal of anxiety in the shipbuilding world to know who were the buyers. As a matter of fact, I and others associated with me are interested in oil, and we want to make sure of a supply of tankers. The Blythwood yard is a comparatively new one, and is particularly suitable for building that class of vessel. We are building four there already. This is by no means Sir Edward Mackay Edgar's first venture in shipbuilding. He is a director of the Northern British Shipbuilding Company, the Fairfield Shipbuilding and Engineering Company, the Methuen Shipbuilding Company, the Workman, Clark & Co. Shipbuilders, and the Belfast Shipbuilders, and is also a director of the Glasgow and Clyde Shipbuilding and Engineering Company." and engineers.

